

## APPENDIX A – AGENCY CORRESPONDENCE

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Uinta and Ouray Tribes

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## LETTERS OF REQUESTS TO PARTICIPATE IN EIS PROCESS (33)

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**FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS**

<b>PART I (To be completed by Federal Agency)</b>		3. Date of Land Evaluation Request <b>5/11/07</b>	4. Sheet 1 of <b>1</b>	
1. Name of Project <b>I-15 South Highway Widening</b>		5. Federal Agency Involved <b>NRCS</b>		
2. Type of Project <b>Corridor</b>		6. County and State <b>Utah County, Utah</b>		
<b>PART II (To be completed by NRCS)</b>		1. Date Request Received by NRCS <b>5/11/07</b>	2. Person Completing Form <b>Ray Grow NRCS/Lani Goff PB</b>	
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form.) YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated <b>84,919</b>		
		Average Farm Size <b>168 acres</b>		
5. Major Crop(s) <b>hay and grain</b>	6. Farmable Land in Government Jurisdiction Acres: <b>0</b> % <b>&lt;10</b>		7. Amount of Farmland As Defined in FPPA Acres: <b>177.5 in project</b> % <b>&lt;10</b>	
8. Name Of Land Evaluation System Used <b>Prime Farmland Rule</b>	9. Name of Local Site Assessment System <b>Web Soil Survey for Utah County</b>		10. Date Land Evaluation Returned by NRCS <b>5/29/07</b>	

<b>PART III (To be completed by Federal Agency)</b>	<b>Alternative Corridor For Segment</b>			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	<b>99</b>			
B. Total Acres To Be Converted Indirectly, Or To Receive Services	<b>89</b>			
C. Total Acres In Corridor	<b>188</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>				
A. Total Acres Prime And Unique Farmland	<b>131</b>			
B. Total Acres Statewide And Local Important Farmland	<b>49</b>			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<b>0</b>			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	<b>0</b>			
<b>PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)</b>	<b>58</b>			
<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>	Maximum Points			
1. Area in Nonurban Use	15	<b>8</b>		
2. Perimeter in Nonurban Use	10	<b>5</b>		
3. Percent Of Corridor Being Farmed	20	<b>7</b>		
4. Protection Provided By State And Local Government	20	<b>20</b>		
5. Size of Present Farm Unit Compared To Average	10	<b>2</b>		
6. Creation Of Nonfarmable Farmland	25	<b>0</b>		
7. Availability Of Farm Support Services	5	<b>5</b>		
8. On-Farm Investments	20	<b>5</b>		
9. Effects Of Conversion On Farm Support Services	25	<b>0</b>		
10. Compatibility With Existing Agricultural Use	10	<b>2</b>		
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>54</b>	<b>0</b>	<b>0</b>
<b>PART VII (To be completed by Federal Agency)</b>				
Relative Value Of Farmland (From Part V)	100	<b>58</b>		
Total Corridor Assessment (From Part VI above or a local site assessment)	160	<b>54</b>	<b>0</b>	<b>0</b>
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>	<b>112</b>	<b>0</b>	<b>0</b>

1. Corridor Selected: <b>Alternative 2, Highway Widening &amp; Improvements</b>	2. Total Acres of Farmlands to be Converted by Project: <b>99.06</b>	3. Date Of Selection:	4. Was A Local Site Assessment Used?  YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
5. Reason For Selection:			

Signature of Person Completing this Part:

DATE  
**5/30/07**

NOTE: Complete a form for each segment with more than one Alternate Corridor



**U.S. Department  
Of Transportation  
Federal Highway  
Administration**

**Utah Division**

2520 West 4700 South, Ste. 9A  
Salt Lake City, UT 84118-1847

May 25, 2007

File: IN-NH-15-6(149)245E

Mr. Wayne Norwall, Regional Director  
Bureau of Indian Affairs  
PO BOX 10  
Phoenix, AZ 85001

**SUBJECT:** Project #: IN-NH-15-6(149)245E  
I-15 South Corridor

Dear Mr. Norwall:

The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT) are preparing an Environmental Impact Statement for potential improvements to I-15 from the South Payson interchange to 10600 South in Salt Lake County.

In accordance with the regulations published by the Advisory Council on Historic Preservation, 36 CFR Part 800, we are requesting that you advise if there are any historic properties of traditional religious and/or cultural importance that may be affected by this undertaking.

During the EIS process, which originated in 2004, the following has occurred as we have proceeded through the alternatives development and impact analysis phases of the National Environmental Policy Act.

- Considerable conceptual engineering has been conducted on I-15 that has resulted in proposed widening, reconstruction of interchanges, proposed new interchanges, and consideration of frontage road options between Provo and Orem. The proposed improvements to the I-15 mainline largely would occur within the existing highway right-of-way; however, interchange reconstruction and frontage road options would require additional right-of-way. This additional right-of-way would be contiguous with the existing highway.
- Commuter Rail Transit, which was initially studied in this EIS, has been separated from this study and will now proceed separately under the Utah Transit Authority's local environmental process.

As FHWA and UDOT continue the development of the Draft Environmental Impact Statement, including compliance with Section 106 of the National Historic Preservation Act, we request your input on any historic properties of traditional religious and/or cultural importance that may be adjacent to the existing I-15 corridor. Please be assured that we will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural historic properties that might be affected by this proposed undertaking.

We would be pleased to meet with you or a designated representative of the Skull Valley Band of Goshutes to review our conceptual engineering design and address any questions or concerns that you may have.

**MOVING THE  
AMERICAN  
ECONOMY**

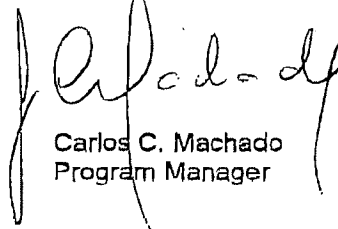




A response within 30 days would be appreciated should you have concerns about this project. Please feel free to contact me at 801-963-0078 ext. 231 to answer any questions or provide any additional information.

Thank you for your attention to this project notification and any comments you may have.

Sincerely yours,



Carlos C. Machado  
Program Manager

Enclosure

**IDENTICAL COPIES OF THIS LETTER SENT TO THE FOLLOWING:**

**Tribal Contacts List For:** Project #: IN-NH-15-6(149)245E, PIN: 4155  
**Project Description:** I-15 South Corridor

Original to:	CC to:
Mr. Wayne Norwall	22707A 6.1.4; 6.2.5; AR PC5

**MOVING THE**  
**AMERICAN**  
**ECONOMY**





REPLY TO  
ATTENTION OF

DEPARTMENT OF THE ARMY  
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO  
CORPS OF ENGINEERS  
1325 J STREET  
SACRAMENTO, CALIFORNIA 95814-2922

September 2, 2004

Regulatory Branch (200450362)

Jeffrey Berna  
U.S. Department of Transportation  
Federal Highway Administration, Utah Division  
2520 West 4700 South, Suite 9A  
Salt Lake City, Utah 84118-1847

Dear Mr. Berna:

This letter is in response to your inquiry as to whether the Corps of Engineers will be a cooperating agency in the preparation of the I-15 Corridor Environmental Impact Statement. The proposed project is located in Salt Lake and Utah Counties and includes approximately 46 miles of highway corridor and 43 miles of transit corridor.

Under Section 404 of the Clean Water Act, Department of the Army authorization is required prior to the discharge of dredged or fill material into waters of the United States. Waters of the U.S. include, but are not limited to, perennial and intermittent streams, wetlands, and playas.

In order to help you expedite the processing of the NEPA and Section 404 processes, we would like to discuss with you how you will determine wetland boundaries within your study area as soon as possible. In addition, we would like to discuss the method that you will use to analyze the function and value of these wetlands. It is difficult for the Corps to provide meaningful comment during the alternatives screening process if wetland locations, boundaries and function have not been identified.

We appreciate that you have included our office in the initial scoping and screening of alternatives for this project. We accept your invitation, dated August 3, 2004, to be a cooperating agency and look forward to working with you in the future.

Please refer to identification number 200450362 in any correspondence concerning this project. If you have any questions, please contact me at our Utah Regulatory Office, 533 West 2600 South, Suite 150, Bountiful, Utah 84010-7744, email [Amy.Defreese@usace.army.mil](mailto:Amy.Defreese@usace.army.mil), or telephone 801-295-8380, extension 13.

Sincerely,

Amy Defreese  
Office Chief, Utah Regulatory Office



DEPARTMENT OF THE ARMY  
U.S. ARMY ENGINEER DISTRICT, SACRAMENTO  
CORPS OF ENGINEERS  
1325 J STREET  
SACRAMENTO CA 95814-2922

REPLY TO  
ATTENTION OF

November 2, 2007

Regulatory Branch (SPK-2004-50362)

Merrell Jolley, Project Manager  
Utah Department of Transportation  
Region Three Headquarters  
658 North 1500 West  
Orem, Utah 84057

Dear Mr. Jolley:

We are responding to your request for an approved jurisdictional determination for the Interstate 15 (South) Corridor Project. This approximately 52-mile (~3,500-acre) project area is located along the Interstate 15 corridor and begins at the South Santaquin exit (Exit 244) in Section 1, Township 10 South, Range 1 East, 39.9755°N, 111.7725°W, and ends at the 12300 South exit (Exit 291) in Section 25, Township 3 South, Range 1 West, SLB&M, 40.5267°N, 111.8911°W in Utah and Salt Lake Counties, Utah.

Based on available information, we concur with the estimate of waters of the United States, as depicted on the **August 2007 Addendum #2 Wetland Delineation Report Maps (Appendix B)** prepared by **Todd Sherman of Wetland Resources** in association with **PB Americas, Incorporated**. Approximately 218.64 acres of wetland waters of the United States are present within the survey area. These waters include W2 thru W50 (196.43 acres), W53 thru W57 (6.58 acres), W59 thru W62 (10.20 acres), W1A thru W12A (4.11 acres), and W1B thru W3B (1.32 acres). These waters are regulated under Section 404 of the Clean Water Act, since they are **adjacent to tributaries of Utah Lake and the Great Salt Lake. Utah Lake and the Great Salt Lake are waters of the United States with ties to interstate or foreign commerce.**

Additionally, approximately 24.15 acres of non-wetland waters of the U.S. also occur within the study area. These waters are included in polygons W4, W8, W18, W19, W20, W22, W24, W25, W31, W41, W48, and W59 (22.49 acres), and in the category of "Other Waters of the U.S." (1.66 acres) as they appear in the above referenced drawings and in the delineation report and addenda. These waters are regulated under Section 404 of the Clean Water Act, since they are **tributary to Utah Lake and the Great Salt Lake, waters of the U.S. with ties to interstate or foreign commerce.**

The 0.51-acre area identified as W1 does not meet the hydrophytic vegetation criteria, and it is classified as non-wetland area that is not regulated by the Corps of Engineers. The 0.03-acre wetland identified as W51 is situated around a flowing well, and wetlands supported by natural hydrology do not occur in the vicinity; this water is not currently regulated by the Corps. The 0.01-acre and 0.63-acre wetlands identified respectively as W52 and W58 formed due to irrigation, and as such, these waters are not regulated by the Corps. Lastly, the 3.45 acres of

detention basins located throughout the I-15 (South) Corridor are not regulated by the Corps. This disclaimer of jurisdiction is only for Section 404 of the Federal Clean Water Act. Other Federal, State, and local laws may apply to your activities.

This verification is valid for five years from the date of this letter, unless new information warrants revision of the determination before the expiration date. This letter contains an approved jurisdictional determination for your subject site. If you object to this determination, you may request an administrative appeal under Corps regulations at 33 CFR Part 331.

A Notification of Appeal Process (NAP) fact sheet and Request for Appeal (RFA) form is enclosed. If you request to appeal this determination you must submit a completed RFA form to the South Pacific Division Office at the following address: Administrative Appeal Review Officer, Army Corps of Engineers, South Pacific Division, CESPDPDS-O, 1455 Market Street, San Francisco, California 94103-1399, Telephone: 415-503-6574, FAX: 415-503-6646.


In order for an RFA to be accepted by the Corps, the Corps must determine that it is complete, that it meets the criteria for appeal under 33 CFR Part 331.5, and that it has been received by the Division Office within 60 days of the NAP. Should you decide to submit an RFA form, it must be received at the above address by 60 days from the date of this letter. It is not necessary to submit an RFA form to the Division Office if you do not object to the determination in this letter.

You should provide a copy of this letter and notice to all other affected parties, including any individual who has an identifiable and substantial legal interest in the property.

This determination has been conducted to identify the limits of Corps of Engineers' Clean Water Act jurisdiction for the particular site identified in this request. This determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985. If you or your tenant are USDA program participants, or anticipate participation in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service, prior to starting work.

Please refer to identification number SPK-2004-50362 in any correspondence concerning this project. If you have any questions, please contact me at the Utah Regulatory Office, 533 West 2600 South, Suite 150, Bountiful, Utah 84010, email [james.m.mcmillan@usace.army.mil](mailto:james.m.mcmillan@usace.army.mil), or telephone 801-295-8380, extension 17.

Sincerely,



James McMillan  
Senior Regulatory Project Manager

Enclosure(s)

Copy furnished without enclosure(s)

Terry Johnson, Utah Department of Transportation, 4501 South 2700 West, Box 148450, Salt Lake City, Utah 84114

Amy Zaref, PB Americas, Incorporated, 488 East Winchester Street, Suite 400, Murray, Utah 84107

Todd Sherman, Wetland Resources, 182 East 300 North, Logan, Utah 84321

## NOTIFICATION OF ADMINISTRATIVE APPEAL OPTIONS AND PROCESS AND REQUEST FOR APPEAL

Applicant: Merrell Jolley, Utah Department of Transportation	File No.: SPK-2004-50362	Date: November 2, 2007
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Attached is:	See Section below
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	INITIAL PROFFERED PERMIT (Standard Permit or Letter of permission)	A
	PROFFERED PERMIT (Standard Permit or Letter of permission)	B
	PERMIT DENIAL	C
X	APPROVED JURISDICTIONAL DETERMINATION	D
	PRELIMINARY JURISDICTIONAL DETERMINATION	E

**SECTION I -** The following identifies your rights and options regarding an administrative appeal of the above decision. Additional information may be found at <http://www.usace.army.mil/inet/functions/cw/cecwo/reg> or Corps regulations at 33 CFR Part 331.

**A: INITIAL PROFFERED PERMIT:** You may accept or object to the permit.

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the DISTRICT engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **OBJECT:** If you object to the permit (Standard or LOP) because of certain terms and conditions therein, you may request that the permit be modified accordingly. You must complete Section II of this form and return the form to the DISTRICT engineer. Your objections must be received by the DISTRICT engineer within 60 days of the date of this notice, or you will forfeit your right to appeal the permit in the future. Upon receipt of your letter, the DISTRICT engineer will evaluate your objections and may: (a) modify the permit to address all of your concerns, (b) modify the permit to address some of your objections, or (c) not modify the permit having determined that the permit should be issued as previously written. After evaluating your objections, the DISTRICT engineer will send you a proffered permit for your reconsideration, as indicated in Section B below.

**B: PROFFERED PERMIT:** You may accept or appeal the permit

- **ACCEPT:** If you received a Standard Permit, you may sign the permit document and return it to the DISTRICT engineer for final authorization. If you received a Letter of Permission (LOP), you may accept the LOP and your work is authorized. Your signature on the Standard Permit or acceptance of the LOP means that you accept the permit in its entirety, and waive all rights to appeal the permit, including its terms and conditions, and approved jurisdictional determinations associated with the permit.
- **APPEAL:** If you choose to decline the proffered permit (Standard or LOP) because of certain terms and conditions therein, you may appeal the declined permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the DIVISION (not district) engineer (address on reverse). This form must be received by the DIVISION engineer within 60 days of the date of this notice.

**C: PERMIT DENIAL:** You may appeal the denial of a permit under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the DIVISION (not district) engineer (address on reverse). This form must be received by the DIVISION (not district) engineer within 60 days of the date of this notice.

**D: APPROVED JURISDICTIONAL DETERMINATION:** You may accept or appeal the approved JD or provide new information.

- **ACCEPT:** You do not need to notify the Corps to accept an approved JD. Failure to notify the Corps within 60 days of the date of this notice, means that you accept the approved JD in its entirety, and waive all rights to appeal the approved JD.
- **APPEAL:** If you disagree with the approved JD, you may appeal the approved JD under the Corps of Engineers Administrative Appeal Process by completing Section II of this form and sending the form to the DIVISION (not district) engineer (address on reverse). This form must be received by the DIVISION engineer within 60 days of the date of this notice. Exception: JD appeals based on new information must be submitted to the DISTRICT engineer within 60 days of the date of this notice.

**E: PRELIMINARY JURISDICTIONAL DETERMINATION:** You do not need to respond to the Corps regarding the preliminary JD. The Preliminary JD is not appealable. If you wish, you may request an approved JD (which may be appealed), by contacting the Corps district for further instruction. Also you may provide new information for further consideration by the Corps to reevaluate the JD.

**SECTION II - REQUEST FOR APPEAL or OBJECTIONS TO AN INITIAL PROFFERED PERMIT**

**REASONS FOR APPEAL OR OBJECTIONS:** (Describe your reasons for appealing the decision or your objections to an initial proffered permit in clear concise statements. You may attach additional information to this form to clarify where your reasons or objections are addressed in the administrative record.)

**ADDITIONAL INFORMATION:** The appeal is limited to a review of the administrative record, the Corps memorandum for the record of the appeal conference or meeting, and any supplemental information that the review officer has determined is needed to clarify the administrative record. Neither the appellant nor the Corps may add new information or analyses to the record. However, you may provide additional information to clarify the location of information that is already in the administrative record.

**POINT OF CONTACT FOR QUESTIONS OR INFORMATION:**

If you have questions regarding this decision and/or the appeal process you may contact:  
DISTRICT ENGINEER  
Sacramento District, Corps of Engineers  
Attn: James McMillan, Sr. Project Manager, Regulatory Branch  
USACE - Utah Regulatory Office  
533 West 2600 South, Suite 150  
Bountiful, UT 84010  
(Use this address for submittals to the DISTRICT ENGINEER)

If you only have questions regarding the appeal process you may also contact:  
DIVISION ENGINEER  
Army Engineer Division, South Pacific, CESP-D-CM-O  
Attn: Administrative Appeal Review Officer, Army Corps of Engineers, CESP-D-PDS-O, 1455 Market Street, San Francisco, CA 94103-1399 (415-503-6574, FAX 415-503-6646)  
(Use this address for submittals to the DIVISION ENGINEER)

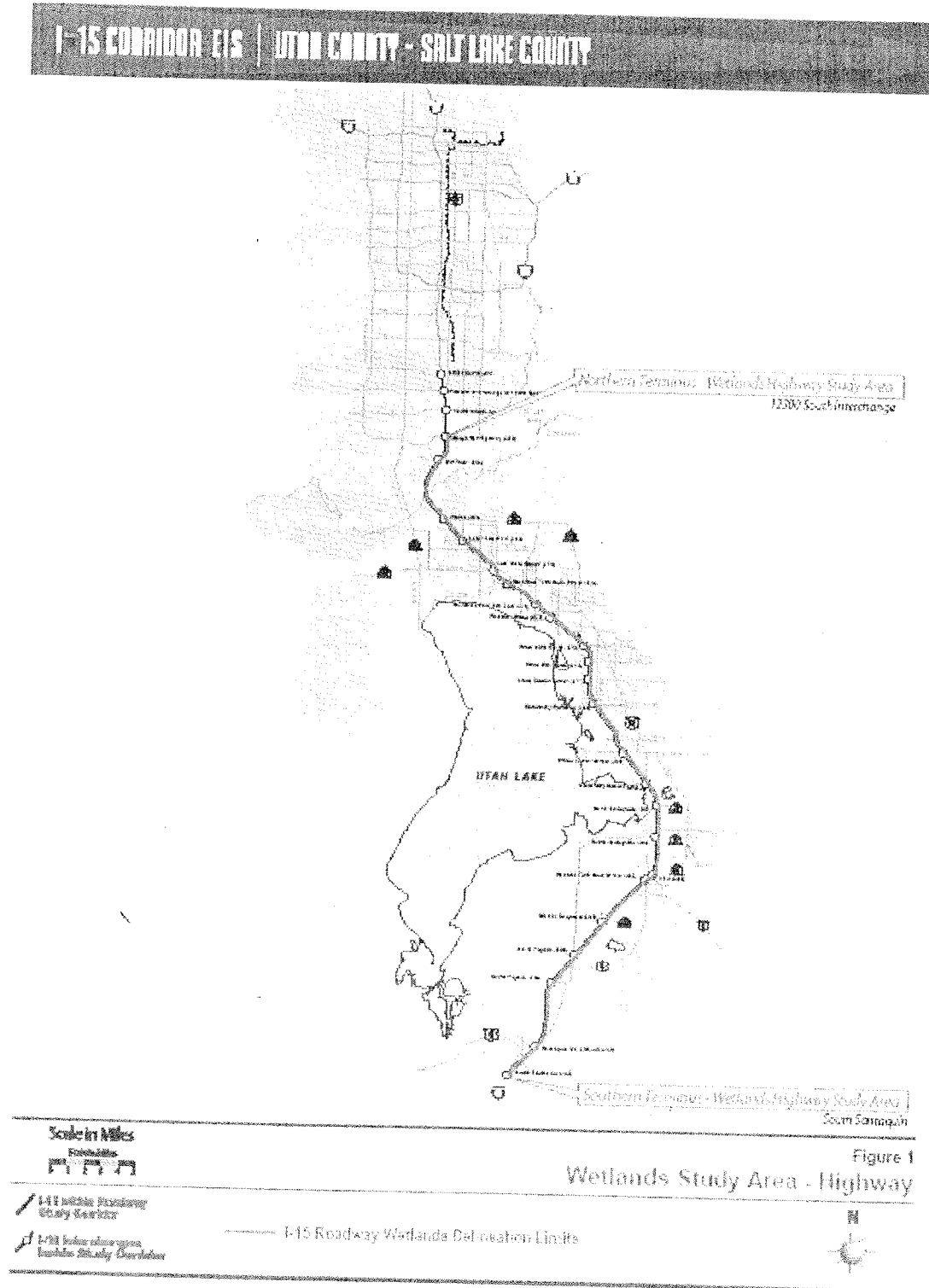
**RIGHT OF ENTRY:** Your signature below grants the right of entry to Corps of Engineers personnel, and any government consultants, to conduct investigations of the project site during the course of the appeal process. You will be provided a 15 day notice of any site investigation, and will have the opportunity to participate in all site investigations.

\_\_\_\_\_  
Signature of appellant or agent.

Date:

Telephone number:

Figure 1: Wetlands Study Area – Roadway





Welland Delineation Report for I-15 Highway Corridor South Santaquin to 12300 South

Table 1: Wetland and Waters of the U.S. Acreage Summary

Wetland Number	Acreage					Total
	Wet Meadow	Marsh	Shrub	Forested	Waters of the U.S.	
W31	4.13	0.12	0	0	0.29	4.54
W32	0.18	0.79	0	0	0	0.97
W33	0.11	0	0	0	0	0.11
W34	0	0.01	0	0	0	0.01
W35	0	0.18	0	0	0	0.18
W36	0.05	0	0	0	0	0.05
W37	0	0.05	0	0.49	0	0.54
W38	0.74	0	0	0	0	0.74
W39	0.54	0	0	0	0	0.54
W40	0.51	0.59	0	0	0	1.10
W41	7.56	0.04	0	0	0.04	7.64
W42	0.19	0	0	0	0	0.19
W43	0.17	0	0	0	0	0.17
W44	0.15	0	0	0	0	0.15
W45	0	0.01	0	0	0	0.01
W46	0.07	0	0	0	0	0.07
W47	0.08	0	0	0	0	0.08
W48	0.49	0	0	0	0.10	0.59
W49	0	0.01	0	0	0	0.01
W50	0	0.10	0	0	0	0.10
W51	0	0.03	0	0	0	0.03
W52	0.01	0	0	0	0	0.01
W53	0.74	0	0	0	0	0.74
W54	4.44	0	0.26	0	0	4.70
W55	0.20	0.25	0	0	0	0.45
W56	0.23	0.02	0	0	0	0.25
W57	0.44	0	0	0	0	0.44
W58	0.63	0	0	0	0	0.63
W59	3.54	4.47	0	0	1.00	9.01
W60	0.16	0	0	0.71	0	0.87
W61	0.29	0	0	0	0	0.29

Table 1: Wetland and Waters of the U.S. Acreage Summary

Wetland Number	Acreage					
	Wet Meadow	Marsh	Shrub	Forested	Waters of the U.S.	Total
W62	0	0	1.03	0	0	1.03
Other Waters of the U.S.	0	0	0	0	1.66	1.66
Detention Basins	0	0	0	0	3.45	3.45
Totals	74.56	130.28	1.89	7.66	25.94	240.33

### Table 2: Wetland Plant Species

<i>Botanical Name</i>	<i>Common Name</i>	<i>Indicator Status</i>
Acer negundo	Box Elder	FACW
Agrostis stolonifera	redtop	FACW
Apocynum cannabinum	hemp dogbane	FAC
Asclepias speciosa	showy milkweed	FACW
Aster brachyactis	shortray aster	FACW
Aster eatonii	Eaton aster	FAC
Aster hesperius	ditchbank aster	OBL
Beckmannia syzigachne	American sloughgrass	OBL
Carex nebrascensis	Nebraska sedge	OBL
Carex praegracilis	clustered field sedge	FACW
Carex rostrata	beaked sedge	OBL
Cirsium vulgare	bull thistle	FAC
Conium maculatum	poison hemlock	FACW
Cyperus esculentus	yellow nutgrass	FACW
Distichlis spicata	saltgrass	FAC+
Echinochloa crusgalli	barnyard grass	FACW
Elaeagnus angustifolia	Russian olive	FAC
Eleocharis palustris	spikerush	OBL
Epilobium ciliatum	American willow herb	FAC
Equisetum hyemale	common scouringrush	FACW
Eupatorium maculatum	spotted joe-pye weed	OBL
Euthamia occidentalis	western goldenrod	OBL
Helianthus nuttallii	nuttall sunflower	FACW

point met the wetland hydrology parameter. If a sample point met all three parameters, vegetation, soils and hydrology, it was classified as occurring in a jurisdictional wetland.

### **3.0 RESULTS AND DISCUSSION**

A total of 12 new wetlands were identified. The new wetlands include wet meadow and marsh wetlands, and are located on sheets 43A, 48A, 53A, 79.1A, 84A, 96.1A, 99A, 103A, 104A, and 112A of the wetland maps. The new wetland numbers and their associated sample points are followed by an "A" (i.e. W1A and SP-1A) to distinguish them from the original wetland areas and sample points.

Data was collected at 20 new sample points within the addendum project area and corresponding data sheets are included in Appendix A at the end of this report. Maps illustrating the location of wetlands within the addendum project area are bound separately as Appendix B and are considered part of this report. The original wetland delineation maps include a set of 1"=1000' overview maps.

#### **3.1 Wetlands**

There are 12 new wetland areas that were not delineated in the original wetland delineation. Most of the previously delineated wetlands have significantly less acreage within the new project area, although some wetland boundaries have been extended where the new project area is wider. The total acreage of wetlands within the new impact area is 96.5 acres.

Two of the 12 wetlands were delineated outside of the new project area: W1A and W8A. While no impacts are expected to these two wetlands as a result of this project, they may be within the impact area of other future transportation projects and that is why they are included in this addendum. Below is a brief description of each of the 12 new wetland areas that were not described in the original wetland delineation report. Table 1 summarizes the new wetland acreages. The original delineation report includes a complete list of all the wetland plant species observed within the project area.

**W1A** – This 1.26 acre wet meadow occurs in a pasture adjacent to Dry Creek immediately north of 2700 North in Spanish Fork. The wetland is dominated by arctic rush, meadow foxtail, and clustered field sedge. The soils have a chroma of 2 and are listed on the Utah Hydric Soils List. Hydrology is likely provided by a high water table associated with Dry Creek. The wetland is adjacent to Dry Creek, and is therefore jurisdictional. Sample point 1A and 2A; Sheet 43A.

**W2A** – This 0.22 acre wet meadow occurs on the south side of 400 South in Springville. The wetland is dominated by reed canary grass, meadow foxtail, and clustered field sedge. The soils have a chroma of 2 with mottles, and are listed on the Utah Hydric Soils List. Hydrology appears to be provided by a locally high water table. This wetland is part of a larger wetland complex that is adjacent to Dry Creek, and is therefore jurisdictional. Sample point 4A; Sheet 48A.

**W3A** – This 0.08 acre wet meadow occurs adjacent to Hobbie Creek along the frontage road at the North Springville exit. The wetland supports western goldenrod, perennial pepperweed, and rabbitfoot grass. The sandy soils have a chroma of 3, with common distinct mottles, and are listed on the Utah Hydric Soils List. Several years ago, Hobbie Creek topped its banks and deposited sand in this wetland, which is why the vegetation is quite weedy and the soils are so sandy. Hydrology is likely

provided by a high water table associated with Hobble Creek. This wetland is adjacent to Hobble Creek, and is therefore jurisdictional. Sample point 5A; Sheet 53A.

**W4A** – This 0.38 acre marsh occurs between the frontage road and the I-15 off ramp at the North Springville exit. The marsh supports hardstem bulrush, common reed, and cattail. The soils have a chroma of 1, were partially inundated, and are listed on the Utah Hydric Soils List. Hydrology is provided by a high water table. This wetland is part of a wetland complex that is adjacent to Utah Lake, and is therefore jurisdictional. Sample point 6A; Sheet 53A.

**W5A** – This 0.60 acre wet meadow occurs along the west side of Geneva Road. The area is dominated by reed canary grass, with some mint and stinging nettle. The soils have a chroma of 1, and are listed on the Utah Hydric Soils List. Hydrology is provided by a locally high water table. This wetland is part of a wetland complex that is adjacent to Utah Lake, and is therefore jurisdictional. Sample point 7A; Sheet 79.1A.

**W6A** – This 0.07 acre marsh occurs in a small basin on the UVSC campus. The wetlands support reed canary grass and cattail. The soils have a chroma of 1 and were saturated at the time of delineation. Hydrology is apparently provided by runoff that enters the basin through a culvert. This wetland drains into a culvert, and presumably enters a Waters of the U.S. somewhere downstream, and is therefore jurisdictional. Sample point 9A; Sheet 84A.

**W7A** – This 0.22 acre marsh is located on the south side of 200 South in Lindon. The complex includes both wet meadow and marsh. The wetland supports cattail and reed canary grass. The soils have a chroma of 1, and were saturated at the time of delineation. This wetland is part of a wetland complex that is adjacent to Utah Lake, and is therefore jurisdictional. Hydrology is provided by a locally high water table. Sample point 10A; Sheet 96.1A.

**W8A** – This 0.16 acre marsh occurs in the middle of a cultivated alfalfa field. The wetland supports common reed and cattail. The soils have a chroma of 1, and were inundated at the time of delineation. The source of hydrology is not apparent, but there is water flowing out of the wetland into a hole in the soil. There is no surface water connection to a Waters of the U.S., and there are no other wetlands in the vicinity. The jurisdictional status of this wetland will be determined by the Corps of Engineers. Sample point 11A; Sheet 99A.

**W9A** – This 0.14 acre wet meadow occurs in a pasture along the railroad tracks in American Fork. The wetland is dominated by reed canary grass, threesquare bulrush, meadow foxtail, and redtop. The soils have a chroma of 1, and are listed on the Utah Hydric Soils List. Hydrology is apparently provided by a locally high water table. This wetland is connected to Utah Lake via numerous ditches and canals, and is therefore jurisdictional. Sample point 12A; Sheet 103A.

**W10A** – This small band of wet meadow, totaling 0.01 acres, occurs adjacent to an unnamed stream on both sides of 6800 North in American Fork. The area is dominated by reed canary grass and arctic rush. The soils have a chroma of 1, and are listed on the Utah Hydric Soils List. Hydrology is provided by the unnamed stream. Because the wetland is adjacent to the stream it is jurisdictional. Sample point 13A; Sheet 104A.

**W11A** – This 0.13 acre marsh occurs within the proposed American Fork Main Street Station. The marsh is dominated by cattail. The soils were inundated and are listed on the Utah Hydric Soils List. The source of hydrology is a small spring. This wetland is connected to Spring Creek via numerous ditches, and is therefore jurisdictional. Sample point 14A; Sheet 112A.

**W12A** – This 0.84 acre wet meadow complex occurs within the proposed American Fork Main Street Station. The wetlands are dominated by arctic rush, redtop, threesquare bulrush, and saltgrass. Soils have a chroma of 2 with mottles, and are listed on the Utah Hydric Soils List. Hydrology is likely provided by a locally high water table and a potential spring. This wetland is connected to Spring Creek via numerous ditches, and is therefore jurisdictional. Sample points 15A – 20A; Sheet 112A.

### 3.0 RESULTS AND DISCUSSION

A total of three new wetland areas were identified. The new wetland numbers and the associated sample points are followed by a "B" (i.e. W1B and SP-1B) to distinguish them from the original and the first addendum wetland areas and sample points. In addition to the three new wetlands, the boundaries of two previously delineated wetland areas were extended to the new project impact boundary. In addition, a few wetland areas that were delineated by HDR in conjunction with the East-West Connector Project are included on the maps and in the acreage table because they will potentially be impacted by the I-15 project.

Data was collected at nine new sample points within the second addendum project area and the corresponding data sheets are included in Appendix A at the end of this report. Maps illustrating the location of wetlands within the second addendum project area are provided in Appendix B.

#### 3.1 Wetlands

The three new wetland areas and the two expanded wetland areas total 1.81 acres that were not delineated in the original wetland delineation or the first addendum. Most of the wetlands that were delineated in the original wetland delineation have significantly less acreage within the new project area. The total acreage of wetlands within the new impact area is 55.29 acres.

Below is a brief description of the three new wetland areas that were not described in the original wetland delineation report or the first addendum. Table 1 summarizes the wetland acreages for the entire project area. The original delineation report includes a complete list of all the wetland plant species observed within the project area.

**W1B** – This 0.12 acre marsh occurs along State Route 115 at the entrance of the wastewater treatment facility in North Payson. The wetland is dominated by cattails (*Typha latifolia*), and was inundated 6 inches at the time of delineation. This wetland has no outlet and there are no other wetlands or Waters of the U.S. in the vicinity. Therefore, this wetland may potentially be isolated. Sample point 1B; Sheet 20.

**W2B**– This 0.07 patch of shrub wetland is located adjacent to an irrigation ditch in a residential backyard. The wetland is dominated by reed canary grass (*Phalaris arundinacea*) and cattails with an overstory of coyote willow (*Salix exigua*). The soils have a chroma of 1 and were saturated at the surface. Hydrology is apparently provided by the irrigation ditch, as there are no other wetlands in the immediate vicinity. Because the Corps of Engineers no longer regulates irrigation ditches, this wetland may potentially be isolated. Sample point 2B; Sheet 84.

**W3B** – This 1.13 acre wetland complex occurs near American Fork Main Street and is associated with the southern end of Mill Pond and its outlet, Spring Creek. The wetland complex is a mix of marsh and wet meadow plant communities. The marsh areas are dominated by cattails, reed canary grass, western goldenrod (*Euthamia occidentalis*), and hardstem bulrush (*Scirpus acutus*). The wet meadow plant communities are dominated by arctic rush (*Juncus arcticus*), western goldenrod, Nebraska sedge (*Carex nebrascensis*), and silver cinquefoil (*Potentilla anserina*). The soils throughout the wetland complex exhibited low chromas with redox features

in the upper profile, and some areas of gleyed soil. The hydrology for the wetland complex is provided by the high water table associated with Mill Pond and Spring Creek. Because of their proximity to Mill Pond and Spring Creek, these wetland areas are likely jurisdictional. Sample point 3B-9B; Sheet 112.1.





**DEPARTMENT OF THE ARMY**  
**U.S. ARMY ENGINEER DISTRICT, SACRAMENTO**  
**CORPS OF ENGINEERS**  
**1325 J STREET**  
**SACRAMENTO CA 95814-2922**

REPLY TO  
ATTENTION OF

February 14, 2008

Regulatory Division (SPK-2004-50362)

Merrell Jolley, Project Manager  
Utah Department of Transportation  
Region Three Headquarters  
658 North 1500 West  
Orem, Utah 84057

Dear Mr. Jolley:

We are responding to your request for comments regarding the December 19, 2007 *Wetland Functional Assessment Report* (Report) for the Interstate 15 (South) Corridor Project. This report includes an assessment of wetland functions for wetlands that would be impacted by the proposed Interstate 15 reconstruction. Wetland functions were assessed using Utah Department of Transportation's (UDOT's) Wetland Functional Assessment Method (WFAM). The approximately 52-mile (~3,500-acre) Interstate 15 corridor begins at the South Santaquin exit (Exit 244) in Section 1, Township 10 South, Range 1 East, 39.9755°N, 111.7725°W, and ends at the 12300 South exit (Exit 291) in Section 25, Township 3 South, Range 1 West, SLB&M, 40.5267°N, 111.8911°W in Utah and Salt Lake Counties, Utah.

We have a few comments on the subject report for the I-15 South Team to address:

1. In our review of the functional assessment, and based on our knowledge of the WFAM, we did not find any discrepancies or errors in the raw data presented in the report (i.e., the data presented in UDOT's WFAM data sheets). The Corps finds that the WFAM adequately characterizes the level of disturbance and the 10 wetland functions, and the method can be repeated by multiple practitioners trained in wetlands ecology or in similar disciplines. Additionally, the method makes assessing project-by-project mitigation requirements much more defensible from scientific and legal standpoints. We are also pleased with the WFAM, since it will be the foundation of the Utah statewide wetland functional assessment method.
2. However, the Corps is concerned that the WFAM is heavily weighted towards the wildlife functions. The Corps and other agencies (Federal Highway Administration, U.S. Fish and Wildlife Service, and Utah Division of Wildlife Resources) have been working with UDOT to develop and implement UDOT's proposed Northern Utah County Wetland Mitigation Bank (Corps project no. SPK-2007-01493). The Mitigation Banking Review Team's (MBRT's) discussions have lead to some adjustments in the calculation of Total Functional Points (Table 1) and Total Possible Points (not presented in Table 1 of the

Report). These adjustments will also change the values of the Functional Units. In our MBRT meetings, we have also determined that the Functional Category designations have no utility in developing a mitigation bank accounting and credits system. Therefore, we do not agree with, and will not utilize the Functional Points and Functional Units data presented in Table 1 of the Report. The Corps will only use the raw WFAM data provided on the data sheets in the Report for the purposes of assessing the I-15 Project mitigation requirements.

3. The MBRT has received the raw WFAM data in tabular format during UDOT's presentation of wetland impacts in the review area. The Corps would like to see these data presented in a table with the following format:

- a. Column 1 – Wetland ID
- b. Column 2 – Impacted Wetland Acreage
- c. Column 3 – Total Wetland Acreage
- d. Columns 4 through 14 – Numeric values of the functions corresponding to Questions 15a through 15k (Level of Disturbance, Plant Community Composition, etc.)

4. The WFAM is a living document, and changes and adjustments have been (and will be made in the future) to improve the quality of information generated by the method. Under the "Discussion" section of the report, we recommend that the I-15 South Team address changes and "tweaks" to the method, as well as the method's shortcomings. This information request will not result in any additional data collection for directly impacted wetlands, but it will help the Corps to better understand the mechanics of the method and how it will be implemented in future projects.

We recommend that UDOT address these comments in an addendum letter and attached table that displays the raw functional assessment data.

Please refer to identification number SPK-2004-50362 in any correspondence concerning this project. If you have any questions, please contact me at the Utah Regulatory Office, 533 West 2600 South, Suite 150, Bountiful, Utah 84010, email [james.m.mcmillan@usace.army.mil](mailto:james.m.mcmillan@usace.army.mil), or telephone 801-295-8380, extension 17.

Sincerely,

/s/

James McMillan  
Senior Regulatory Project Manager

Copies furnished:

Carlos Machado, Federal Highway Administration, Utah Division, 2520 West 4700 South, Suite 9A, Salt Lake City, Utah 84118

Robin Coursen, U.S. Environmental Protection Agency, Region 8, 1595 Wynkoop Street, Denver, Colorado 80202-1129

Betsy Herrmann, U.S. Fish and Wildlife Service, Utah Field Office, 2369 West Orton Circle, Suite 50, West Valley City, Utah 84119

Ron Clegg, PB Americas, Incorporated, 488 East Winchester Street, Suite 400, Murray, Utah 84107

Todd Sherman, Wetland Resources, 182 East 300 North, Logan, Utah 84321



# United States Department of the Interior

## BUREAU OF RECLAMATION

Upper Colorado Region  
Provo Area Office  
302 East 1860 South  
Provo, Utah 84606-7317

IN REPLY REFER TO:

PRO-770  
ENV-6.00

NOV 03 2004

Merrell Jolley, P.E.  
UDOT Project Manager  
Region Three Headquarters  
658 North 1500 West  
Orem, UT 84057

Subject: I-15 Corridor Environmental Impact Statement (EIS)

Dear Mr. Jolley:

Thank you for your October 4, 2004, letter forwarding a copy of the handout materials from your recent scoping meetings for the subject EIS. We look forward to reviewing the draft EIS when it is made available for public review. If prior to that time we identify any issues that may have a bearing on your analyses, we will be sure to communicate them to your staff.

Sincerely,

Bruce C. Barrett  
ACTING FOR Area Manager



United States Department of the Interior  
FISH AND WILDLIFE SERVICE  
UTAH FIELD OFFICE  
2369 WEST ORTON CIRCLE, SUITE 50  
WEST VALLEY CITY, UTAH 84119

In Reply Refer To

FWS/R6  
ES/UT

August 12, 2004

Jeffrey Berna  
Environmental Specialist  
U.S. Department of Transportation  
Federal Highway Administration  
2520 West 4700 South, Ste. 9A  
Salt Lake City, Utah 84118-1847

RE: UDOT Project No. TM-NH-15-6(149)245E  
I-15 Corridor EIS, Utah County – Salt Lake County  
Environmental Impact Statement  
Request to be a Cooperating Agency

Dear Mr. Berna:

The U.S. Fish and Wildlife Service has received your letter of August 2, 2004 requesting our participation as a cooperating agency in preparing an Environmental Impact Statement for the subject project. We appreciate the opportunity to be involved with Federal Highway Administration projects at the early planning state and therefore are pleased to accept your invitation to be a cooperating agency. Your contact will be Ms. Betsy Herrmann, Ecologist. She can be reached at the letterhead address or (801) 975-3330 ext. 139, or email: [betsy\\_herrmann@fws.gov](mailto:betsy_herrmann@fws.gov). If you need additional assistance, you may contact Dr. Lucy Jordan, Supervisor of the Federal Activities Branch, at ext. 143 or email: [lucy\\_jordan@fws.gov](mailto:lucy_jordan@fws.gov).

Thank you for your invitation. We look forward to working with you on this project.

Sincerely,

Henry R. Maddux  
Utah Field Supervisor

cc: Merrell Jolley, UDOT Region 3, Project Manager  
COE – Bountiful (Attn: Amy Defreese)  
EPA – Denver (Attn: Dave Ruiter)



United States Department of the Interior  
FISH AND WILDLIFE SERVICE

UTAH FIELD OFFICE  
2369 WEST ORTON CIRCLE, SUITE 50  
WEST VALLEY CITY, UTAH 84119

In Reply Refer To

FWS/R6  
ES/UT  
04-1393  
ER 04/0672

September 30, 2004

Merrell Jolley, Project Manager  
Utah Department of Transportation  
658 North 1500 West  
Orem, Utah 84057

Re: NOI for I-15 Improvements from Santaquin to the 10600 South Interchange

Dear Mr. Jolley:

The U.S. Fish and Wildlife Service (Service) has received your notice of intent to prepare an environmental impact statement (EIS) for proposed transportation improvements along a 65-mile corridor in Utah and Salt Lake counties. The alternatives may include: highway improvements, managed transportation (e.g. high-occupancy vehicle lanes, reversible lanes, and toll lanes), transit, or combinations thereof. The Service has attended two agency scoping meetings thus far and has agreed to be a cooperating agency in this EIS. We appreciate the early coordination between agencies and the opportunity to work together from an early stage in this project. We are providing the following comments for your consideration.

In Section 1 of this letter we convey our concerns that should be addressed in the NEPA compliance document for this project. Section 2 of this letter addresses your Endangered Species Act (ESA) section 7 responsibilities.

Section 1

We recognize the need to address the population growth and associated increasing traffic congestion in this region and support and encourage the consideration of transit and multimodal alternatives. If developed carefully, avoiding sensitive habitats and providing appropriate buffers, transit can cause fewer impacts to fish and wildlife while accommodating the increasing transportation needs of the region.

Indirect impacts should be fully analyzed in the EIS. New facility construction (e.g. a new interchange or a new rail station) would have a permanent negative impact not only to the land on which it is built, but also to the adjacent habitat's function and value. The proximity of new structures, increased traffic, associated runoff, environmental contaminants, potential for weeds, possible impacts to groundwater from soil compaction, and increased noise, light, and activity will have both direct and indirect impacts to the habitat value for wildlife.

June 2008



We recommend that the EIS include analysis for the potential effects of this project to induce growth. Population growth in Utah County has been rapid in the last decade resulting in the conversion of agricultural fields to either commercial or residential usage. Recent growth patterns in the county reveal the impact of new interchanges (e.g. Pleasant Grove) on surrounding land use. A site proposed as a new interchange or transit station should be analyzed relative to its potential to increase growth in the surrounding area. The EIS should provide analysis to determine if those new impacts would be significant.

The project area contains wetlands, including streams, seeps, and springs, that provide important habitat for a many species of macroinvertebrates, amphibians, reptiles, fish, birds, mammals, plants, and pollinators. Impacts to these areas should be avoided to the greatest extent possible. Upland buffers around wetlands are also critical in providing a zone of protection between areas of development and the wetlands. In addition, buffers provide movement corridors for wetland species, nesting habitat, and upland foraging habitat. Impacts to both wetlands and buffers should be considered in the development of specific designs for road expansion or transit development.

Riparian areas, including non-wetland riparian areas, are the single most productive wildlife habitat type in North America. They support a greater variety of wildlife than any other habitat, and provide critical nesting and foraging habitat for migratory birds. Riparian vegetation plays an important role in protecting streams, reducing erosion and sedimentation as well as improving water quality, maintaining the water table, controlling flooding, and providing shade and cover. In view of their importance and relative scarcity, impacts to riparian areas should be avoided to the extent possible, and unavoidable impacts should be fully mitigated.

Executive Order 13186 on the Responsibilities of Federal Agencies to Protect Migratory Birds specifies the need to avoid or minimize adverse impacts on migratory bird resources when conducting agency actions, as well as the need to restore and enhance the habitat of migratory birds. Accordingly, we recommend an assessment of the impacts this project would have on associated migratory bird habitat, and a discussion of potential means to offset these possible impacts. For construction activities occurring in the spring and summer, we recommend that you conduct surveys for migratory birds to assist in your efforts to comply with the Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703-712) and E.O. 13186. Particular emphasis should be given to species on the Service's 2002 List of Birds of Conservation Concern and species that are listed among the Utah Partners in Flight Priority Species. Species on this list are considered high conservation priorities; we encourage proactive management, planning of projects to minimize impacts, and building habitat improvements into the project plan where feasible, to help prevent further decline.

To help meet responsibilities under the MBTA and E.O. 13186, we recommend you conduct construction activities outside critical breeding seasons for migratory birds, minimize temporary and long-term habitat losses, and mitigate unavoidable habitat losses. If some portion of your mitigation includes off-site habitat enhancement, it should be in-kind and either within the watershed of the impacted habitat or within the foraging range of the habitat-dependent species.

The project has potential to affect deer and elk winter range and movement corridors. Stream drainages tend to be wildlife conduits and have higher potential for wildlife activity. To minimize problems associated with wildlife accessing the highway we recommend particular attention be given to constructing wildlife-friendly culverts and/or underpasses for areas with significant wildlife use. We recommend coordination with Utah Division of Wildlife Resources (UDWR) to determine appropriate locations and suitable designs for crossing structures.

There are known populations of spotted frogs in or near the project area in Utah County. This species should be added to your list of "key environmental issues." We recommend that you contact Krissy Wilson (801-491-5655) with the UDWR, to determine these locations.

The EIS should address the potential for contamination from highway and rail tracks, both the impacts from stormwater runoff and from unintentional spills from wrecks.

As with all projects that will create surface disturbance, there is potential for introduction and spread of invasive species. All possible measures should be taken to prevent the introduction or further proliferation of invasive species. Monitoring and control efforts should be implemented following construction. Revegetation seed mixes should, to the extent practicable, contain native plants or non-natives that will not naturalize.

## Section 2

Federal agencies have specific additional responsibilities under section 7 of the ESA. To help you fulfill these responsibilities, we are providing an updated list of threatened (T), endangered (E) and candidate (C) species that may occur within the area of influence of your proposed action.

<u>Common Name</u>	<u>Scientific Name</u>	<u>Status</u>
Ute Ladies'-tresses	<i>Spiranthes diluvialis</i>	T
June Sucker <sup>1</sup>	<i>Chasmistes liorus</i>	E
Bald Eagle <sup>2</sup>	<i>Haliaeetus leucocephalus</i>	T
Western Yellow-billed Cuckoo	<i>Coccyzus americanus occidentalis</i>	C
Canada Lynx	<i>Lynx canadensis</i>	T

<sup>1</sup> Critical habitat designated in this county.

<sup>2</sup> Wintering populations (only five known nesting pairs in Utah).

The proposed action should be reviewed and a determination made if the action will affect any listed species or their critical habitat. If it is determined by the Federal agency, with the written concurrence of the Service, that the action is not likely to adversely affect listed species or critical habitat, the consultation process is complete, and no further action is necessary.

Formal consultation (50 CFR 402.14) is required if the Federal agency determines that an action is "likely to adversely affect" a listed species or will result in jeopardy or adverse modification of critical habitat (50 CFR 402.02). Federal agencies should also confer with the Service on any action which is likely to jeopardize the continued existence of any proposed species or result in the destruction or adverse modification of proposed critical habitat (50 CFR 402.10). A written



request for formal consultation or conference should be submitted to the Service with a completed biological assessment and any other relevant information (50 CFR 402.12).

Candidate species have no legal protection under the ESA. Candidate species are those species for which we have on file sufficient information to support issuance of a proposed rule to list under the ESA. Identification of candidate species can assist environmental planning efforts by providing advance notice of potential listings, allowing resource managers to alleviate threats and, thereby, possibly remove the need to list species as endangered or threatened. Even if we subsequently list this candidate species, the early notice provided here could result in fewer restrictions on activities by prompting candidate conservation measures to alleviate threats to this species.

Only a Federal agency can enter into formal ESA section 7 consultation with the Service. A Federal agency may designate a non-Federal representative to conduct informal consultation or prepare a biological assessment by giving written notice to the Service of such a designation. The ultimate responsibility for compliance with ESA section 7, however, remains with the Federal agency.

Your attention is also directed to section 7(d) of the ESA, as amended, which underscores the requirement that the Federal agency or the applicant shall not make any irreversible or irretrievable commitment of resources during the consultation period which, in effect, would deny the formulation or implementation of reasonable and prudent alternatives regarding their actions on any endangered or threatened species.

Please note that the peregrine falcon which occurs in all counties of Utah was removed from the federal list of endangered and threatened species per Final Rule of August 25, 1999 (64 FR 46542). Protection is still provided for this species under authority of the Migratory Bird Treaty Act (16 U.S.C. 703\_712) which makes it unlawful to take, kill, or possess migratory birds, their parts, nests, or eggs. When taking of migratory birds is determined by the applicant to be the only alternative, application for federal and state permits must be made through the appropriate authorities. For take of raptors, their nests, or eggs, Migratory Bird Permits must be obtained through the Service's Migratory Bird Permit Office in Denver at (303) 236\_8171.

We recommend use of the *Utah Field Office Guidelines for Raptor Protection from Human and Land Use Disturbances* which were developed in part to provide consistent application of raptor protection measures statewide and provide full compliance with environmental laws regarding raptor protection. Raptor surveys and mitigation measures are provided in the Raptor Guidelines as recommendations to ensure that proposed projects will avoid adverse impacts to raptors, including the peregrine falcon.

The following is a list of species that may occur within the project area and are managed under Conservation Agreements/Strategies. Project plans should be designed to meet the goals and objectives of these Conservation Agreements.

Common Name

Bonneville Cutthroat Trout

Spotted Frog

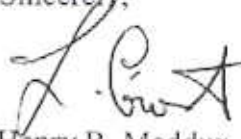
Scientific Name

*Oncorhynchus clarki utah*

*Rana luteiventris*

We appreciate the opportunity to provide these comments. If you need further assistance, please contact Betsy Herrmann, Ecologist, at the letterhead address or (801) 975-3330 ext 139.

Sincerely,



For Henry R. Maddux

Utah Field Supervisor

cc: BFA (Attn: Stephanie Nash, Environmental Review Technician, Branch of Federal Activities, 4401 N. Fairfax Dr., Room 400, Arlington, VA 22203)  
OEPC (Attn: Bob Stewart, P.O. Box 25007, D-108 Denver Federal Center, Denver, CO 80225-0007)  
FWS – Denver (Attn: Connie Young-Dubovsky, NEPA Coordinator)  
FHWA – SLC (Attn: Jeffrey Berna)  
UDWR - Springville (Attn: Doug Sakaguchi)  
EPA – Denver (Attn: Dave Ruiter)



United States Department of the Interior  
NATIONAL PARK SERVICE  
INTERMOUNTAIN REGION  
Intermountain Support Office  
12795 West Alameda Parkway  
PO Box 25287  
Denver, Colorado 80225-0287



October 8, 2004

Jeffrey Berna  
Environmental Specialist  
Federal Highway Administration  
2520 West 4700 South, Ste 9A  
Salt Lake City, UT 84118

Subject: Comments on the Notice of Intent to Prepare an Environmental Impact Statement for I-15 Improvements, from Santaquin to the 10600 South Interchange

Dear Mr. Berna:

The National Park Service has reviewed the proposed project in relation to any possible conflicts with the Land and Water Conservation Fund (L&WCF) and the Urban Park and Recreation Recovery programs. The proposed study area may include one L&WCF property, 49-00305K Spanish Fork North Park, which should be considered during the preparation of the Environmental Impact Statement.

We recommend you consult directly with the official who administers the L&WCF program in the State of Utah to determine any potential conflicts with section 6(f)(3) of the L&WCF Act (Public Law 88-578, as amended). This section states:

"No property acquired or developed with assistance under this section shall, without the approval of the Secretary [of the Interior], be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he finds it to be in accord with the ten existing comprehensive statewide outdoor recreation plan and only upon such conditions as he deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location."

The administrator for the L&WCF program in Utah is Mr. Lyle Bennett, Grants Coordinator, Utah Division of Parks and Recreation, 1594 West North Temple, Suite 116, Salt Lake City, Utah 84116. Mr. Bennett's phone number is 801-538-7354.

Thank you again for the opportunity to comment on this project. If you have any questions, please contact Terree Klancky, Outdoor Recreation Planner, in our Midwest Regional Office at (402) 661-1556.

Sincerely,

Cheryl Eckhardt  
NEPA/106 Specialist

TAKE PRIDE<sup>®</sup>  
IN AMERICA

- d. Coordinate and provide supportive public information regarding the June sucker recovery program
- e. Develop wetland banking opportunities
- f. Identify other commitments through coordination efforts that are not identified herein to support the restoration effort

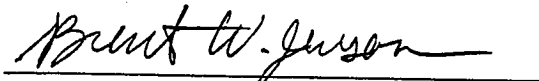
The level of commitment forthcoming as per this agreement will be agreed to by all Parties. Commitments will not be in excess of available resources, funding or otherwise. Commitments and/or contributions must be identified and committed in writing to by FHWA and UDOT before the restoration is complete.

It is the responsibility of all Parties to ensure the intent of this Agreement is adhered to and followed through by the Parties.

Cancellation or modification of this understanding shall be made by mutual consent, signed and dated by the Parties.

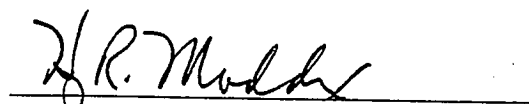
## SIGNATURES

### Utah Department of Transportation

  
Brent Jensen  
UDOT Environmental Director

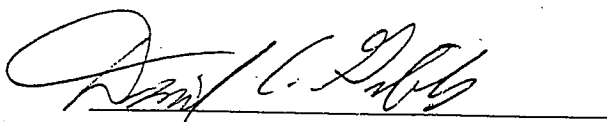
8/11/03  
Date

### United States Department of the Interior Fish and Wildlife Service

  
Henry R. Maddux  
Field Supervisor  
Utah Field Office

8/12/03  
Date

### Federal Highway Administration

  
David Gibbs, P.E.  
Division Administrator  
FHWA Utah Division

8/11/03  
Date

## REFERENCES

- 1     Endangered Species Consultation Handbook, Procedures for Conducting Consultation and Conference Activities Under Section 7 of the Endangered Species Acts, March 1998.
- 2     Biological Assessment for Replacing the Geneva Road and Utah Lake State Park Bridges, Provo River, Utah, 18 July, 2003.

## Memorandum of Understanding

This Memorandum of Understanding (MOU), is made between the FEDERAL HIGHWAY ADMINISTRATION (FHWA), the UTAH DEPARTMENT OF TRANSPORTATION (UDOT), and the UNITED STATES DEPARTMENT OF THE INTERIOR FISH AND WILDLIFE SERVICE (USFWS), collectively referred to herein as the "Parties."

### PURPOSE

Section 7 of the Endangered Species Act (Act) provides some of the most valuable tools to conserve threatened and endangered species, assist in their recovery and help protect critical habitat. It directs all Federal agencies to determine how to use their existing authorities to further the purposes of the Act to aid in recovering listed species, and to address existing and potential conservation issues. Section 7(a)(1) directs all Federal agencies to use their existing authorities to conserve threatened and endangered species. Section 7(a)(2), directs all Federal agencies that permit, fund, or carry out activities must consult with the Fish and Wildlife Service as appropriate, to ensure that its actions will not jeopardize the continued existence of any listed species.<sup>1</sup>

The purpose of this MOU is to establish an agreement for the cooperation of the Parties in the recovery of the June sucker by the June Sucker Recovery Implementation Program (Recovery Program). The Recovery Program is an interagency recovery program, sponsored by USFWS, designed for recovery of the June sucker while allowing for water development and other development in the Utah Lake drainage basin. The Recovery Program is designed to coordinate, fund and implement recovery actions. One major recovery action is the restoration of the lower Provo River to allow for better survival of June sucker and overall ecosystem health.

In compliance with Section 7(a)(2) of ESA, Interagency consultation, FHWA and UDOT is consulting with USFWS on several transportation related projects (bridge and highway improvements) in the area of the Provo River and Utah Lake. Because of development and channelization in the lower Provo River, recovery of the June sucker can only be accomplished through restoration of the Provo River. River restoration and other recovery actions are anticipated to improve the status of June sucker such that existing and planned development does not adversely affect the species. By providing some level of commitment and/or contribution to the Recovery Program, the FHWA and UDOT are contributing parties to the success of this project and preventing adverse impacts from their proposed transportation projects.

### UNDERSTANDING

Through signature of this document, the FHWA and UDOT agree to provide some level of commitment and/or contribution to the restoration of the lower Provo River and/or to the Recovery Program to promote success and effectiveness. This commitment, not as yet specified, must be agreed to by all Parties and may include, but not be limited to, those items listed below.

In this role, the FHWA and UDOT agree to be a committed and effective partner to the Recovery Program in restoration of the lower Provo River or other recovery actions in the lower Provo River for the June sucker.

## COMMITMENTS

The Parties agree to the following immediate coordination activities:

1. Continued cooperation on projects for which FHWA and UDOT have jurisdiction and authority within the June Sucker critical habitat as listed in the cumulative effects section of the biological assessment<sup>2</sup>. These projects are:
  - a. The Geneva Road/Provo River bridge replacement project
  - b. The Utah State Park (Center Street)/Provo River bridge replacement project
  - c. The I-15/Provo River project (future project)

### Other Projects Planned by Provo City

The Independence Avenue/Provo River project (future project)

The Provo City project near 3100 West project (future project)

2. Cooperation includes clear and timely completion of responsibilities in compliance with Section 7 of ESA. Specifically this includes:
  - a. Ongoing communication and notification of project status and Section 7 compliance to USFWS by FHWA and UDOT
  - b. Prompt turn-around of Section 7 review of these projects by USFWS to FHWA and UDOT
  - c. Collaboration on specific aspects of project planning that would mutually benefit the June sucker, Provo River, Utah Lake and/or the community thereby improving likelihood of recovery of June sucker.
3. Coordination among the parties on projects within the Provo River area to allow enhancement of the critical habitat for June sucker.
4. Identify opportunities throughout the planning and implementation of the restoration for FHWA and/or UDOT to contribute to the restoration effort and/or the Recovery Program through in-kind effort, funding, project planning, agency support or other means as agreed to by the Parties. Possible contributions could include:
  - a. Assist with transportation activities related to restoration
  - b. Assist with construction activities where suitable and necessary to the restoration
  - c. Coordinate with the USFWS during project planning and design to improve the effectiveness of restoration

MEMORANDUM OF AGREEMENT  
BETWEEN  
THE FEDERAL HIGHWAY ADMINISTRATION,  
AND  
THE UTAH STATE HISTORIC PRESERVATION OFFICE  
REGARDING

**PROJECT #: IN-NH-15-6(149)245E:  
I-15 RECONSTRUCTION, SOUTH PAYSON INTERCHANGE TO 12300 SOUTH,  
UTAH COUNTY, UTAH**

**WHEREAS**, the Federal Highway Administration (FHWA) proposes to undertake **PROJECT #: IN-NH-15-6(149)245E: I-15 RECONSTRUCTION, SOUTH PAYSON INTERCHANGE TO 12300 SOUTH, UTAH COUNTY, UTAH**, which involves widening and reconstructing I-15 from the American Fork Main Street interchange to the Spanish Fork US-6 interchange, for a length of approximately 43 miles; and

**WHEREAS**, the FHWA taken into account the effects of **PROJECT #: IN-NH-15-6(149)245E: I-15 RECONSTRUCTION, SOUTH PAYSON INTERCHANGE TO 12300 SOUTH, UTAH COUNTY, UTAH** on historic properties and has determined that this undertaking will have an adverse effect on three (3) historic properties eligible for inclusion in the National Register of Historic Places. FHWA has consulted with the Utah State Historic Preservation Officer (SHPO) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

**WHEREAS**, in accordance with 36 CFR 800.6(a)(1), the FHWA has notified the Advisory Council on Historic Preservation (Council) of its adverse effect determination with specified documentation and the Council has chosen not to participate in the consultation pursuant to 36 CFR 800.6(a)(1)(iii);

**WHEREAS**, Utah Department of Transportation (UDOT) has participated in the consultation, and been invited to concur;

**NOW, THEREFORE**, the FHWA and the Utah SHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

**STIPULATIONS**

The FHWA shall ensure that the following measures are carried out:

**I. DOCUMENTATION OF HISTORIC PROPERTIES TO BE DEMOLISHED FOR THE SUBJECT PROJECT:** UDOT shall record the three (3) historic properties adversely affected by this undertaking according to the following measures:

- A. UDOT shall record the following two (2) properties listed below to the Utah State Intensive Level Survey (ILS) Standards, with the exception of the completion of "Section 5: History" on the ILS form, in advance of construction activity. Submittals to the SHPO will include ILS forms and photographs. Photographs shall be taken and submitted in either a digital or standard film format. Digital photographs shall be submitted on a gold CD, with photographs printed in black and white on glassy, high quality photo paper. Photographs taken with standard film shall be submitted as 3-1/2" x 5" black and white prints printed on glossy, high-quality photo paper, and submitted with the negatives.

- 1) 150 West 300 South, American Fork
- 2) 360 West 200 South, American Fork

- B. UDOT shall record the following bridge listed below to the Utah State Intensive Level Survey (ILS) Standards. Submittal to the SHPO will include the full ILS form, as well as copies of the original drawings of the bridge and photographs in the format described in the paragraph above.

- 1) Provo Viaduct (D-413) on SR-114



II. **DOCUMENTATION OF HISTORIC BRIDGES IN UTAH COUNTY:** UDOT shall record post-WWII bridges constructed in Utah County dating from the period 1946-1965 according to the following measures:

- UDOT anticipates that approximately 30 bridges in Utah County will be documented.
  - Bridges constructed between 1946-1965 as part of the federal interstate system will not be recorded, as they are not subject to the provisions of Section 106 of the National Historic Preservation Act (16 U.S.C. 470f), as per the *Exemption Regarding Historic Preservation Review Process for Effects to the Interstate Highway Notice* issued by the Advisory Council on Historic Preservation in the Federal Register on March 10, 2005.
- Documentation of bridges will be completed by a contractor selected by UDOT and will be completed by or under the direct supervision of a person or persons meeting or exceeding the Secretary of the Interior's Historic Preservation Professional Qualification Standards for History (36 CFR 61 Appendix A).
- The bridges will be documented using the Utah State Intensive Level Survey (ILS) Standards and documented on ILS forms. The information to be gathered on a site form for the intensive level for each bridge recording shall include, but not be limited to, location, location map, copies of original drawings, date of construction, contractor, copies of historic photographs, current photographs, and a description of the bridge.
- The bridges will also be recorded on Reconnaissance Level Survey (RLS) forms for inclusion in the SHPO Historic Sites database.
- Photographs shall be taken and submitted in either a digital or standard film format. Digital photographs shall be submitted on a gold CD, with photographs printed in black and white on glassy, high quality photo paper. Photographs taken with standard film shall be submitted as 3-1/2" x 5' black and white prints printed on glossy, high-quality photo paper, and submitted with the negatives.
- Submittals to SHPO will consist of ILS forms and RLS forms.

III. **REPORTING:** The FHWA shall ensure that any/all reports on activities carried out pursuant to this agreement are provided to the SHPO, the Council, the signatories to this MOA, and upon request, to any other interested parties.

IV. **PERSONNEL QUALIFICATIONS:** The FHWA shall ensure that all historic work carried out pursuant to this agreement is completed by or under the direct supervision of a person or persons meeting or exceeding the Secretary of the Interior's Historic Preservation Professional Qualification Standards for History (36 CFR 61 Appendix A).

V. **DURATION:** This agreement will be null and void if its terms are not carried out within five (5) years from the date of its execution. Prior to such time, the FHWA may consult with the other signatories to reconsider the terms of the agreement and amend it in accordance with Stipulation VII below.

VI. **DISCOVERY:** In accordance with 36 CFR 800.13(b), the UDOT and the FHWA are providing for the protection, evaluation, and treatment of any historic property discovered prior to or during construction. UDOT Standard Specifications Section 01355, Part 1.13, Discovery of Historical, Archaeological or Paleontological Objects, Features, Sites, Human Remains, Migratory Avian Species, will be enforced during this project. This specification stipulates procedures to be followed should any archaeological, historic, or paleontological resources be discovered during construction of the project. These procedures are as follows:

- A. Immediately suspend construction operations in the vicinity of the discovery if a suspected historic, archeological or paleontological item, feature, or site is encountered, or if suspected human remains are encountered.
- B. Verbally notify the engineer of the nature and exact location of the findings.

- C. The Engineer contacts the UDOT region staff archaeologist, who will assess the nature of the discovery and determine the necessary course of action.
- D. Notify the Engineer who in turn notifies the Region Environmental Manager and the UDOT Wildlife Biologist if bats or migratory birds are discovered on structures.
- E. Protect the discovered objects or features and provide written confirmation of the discovery to the Engineer within two calendar days.
- F. The Engineer keeps the Contractor informed concerning the status of the restriction.
  - 1. The time necessary for the Department to handle the discovered item, feature, or site is variable, dependent on the nature and condition of the discovered item.
  - 2. The Engineer will provide written confirmation when work may resume in the area.

Should a discovery occur, the FHWA will consult with the SHPO and the Council in accordance with 36 CFR 800.13(b)(3) toward developing and implementing an appropriate treatment plan prior to resuming construction.

**VII. DISPUTE RESOLUTION:** Should any party to this agreement object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, the FHWA shall consult with the objecting parties to resolve the objection. If the FHWA determines, within 30 days, that the objection(s) cannot be resolved, the FHWA will:

- A. Forward all documentation relevant to the dispute to the Council in accordance with 36 CFR 800.2(b)(2). Upon receipt of adequate documentation, the Council shall review and advise the FHWA on the resolution of the objection within 30 days. Any comment provided by the Council, and all comments from the parties to the MOA, will be taken into account by the FHWA in reaching a final decision regarding the dispute.
- B. If the Council does not provide comments regarding the dispute within 30 days after receipt of adequate documentation, the FHWA may render a decision regarding the dispute. In reaching its decision, the FHWA will take into account all comments regarding the dispute from the parties to the MOA.
- C. The FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged. The FHWA will notify all parties of its decision in writing before implementing that portion of the undertaking subject to dispute under this stipulation. The FHWA's decision will be final.

Further, at any time during implementation of the measures stipulated in this agreement should an objection to any such measure be raised by a member of the public, the FHWA shall take the objections into account and consult as needed with the objecting party, the SHPO, or the Council to resolve the objection.

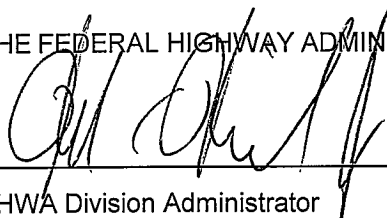
**VIII. AMENDMENTS AND NONCOMPLIANCE:** If any signatory to this MOA, including any invited signatory, determines that its terms will not or cannot be carried out or that an amendment to its terms must be made, that party shall immediately consult with the other parties to develop an amendment to this MOA pursuant to 36 CFR 800.6(c)(7) and 800.6(c)(8). The amendment will be effective on the date a copy signed by all of the original signatories is filed with the Council. If the signatories cannot agree to appropriate terms to amend the MOA, any signatory may terminate the agreement in accordance with Stipulation VIII, below.

**VIV. TERMINATION:** If an MOA is not amended following the consultation set out in Stipulation VII, it may be terminated by any signatory or invited signatory. Within 30 days following termination, the FHWA shall notify the signatories if it will initiate consultation to execute an MOA with the signatories under 36 CFR 800.6(c)(1) or request the comments of the Council under 36 CFR 800.7(a) and proceed accordingly.

Execution of this Memorandum of Agreement by the FHWA, the Utah SHPO, and the UDOT, and the submission of documentation and filing of this Memorandum of Agreement with the Council pursuant to 36 CFR 800.6(b)(1)(iv) prior to FHWA's approval of this undertaking, and implementation of its terms, serves as evidence that the FHWA has taken into account the effects of this undertaking on historic properties, and has afforded the Council an opportunity to comment on **PROJECT #: IN-NH-15-6(149)245E: I-15 RECONSTRUCTION, SOUTH PAYSON INTERCHANGE TO 12300 SOUTH, UTAH COUNTY, UTAH.**

**SIGNATORIES:**

THE FEDERAL HIGHWAY ADMINISTRATION

  
\_\_\_\_\_  
FHWA Division Administrator

5/15/08  
Date


UTAH STATE HISTORIC PRESERVATION OFFICE

cj   
\_\_\_\_\_  
Wilson G. Martin, Utah SHPO

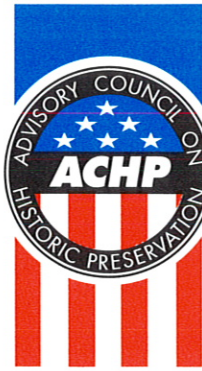
5-8-2008  
Date

**INVITED SIGNATORIES:**

UTAH DEPARTMENT OF TRANSPORTATION

  
\_\_\_\_\_  
Dave Nazare, UDOT Region 3 Director

4-29-08  
Date



Preserving America's Heritage

March 4, 2008

Ms. Elizabeth Giraud, AICP  
Architectural Historian  
Utah Department of Transportation  
Calvin Rampton Complex  
4501 South 2700 West  
Salt Lake City, Utah 84119

Re: *I-15 Reconstruction: South Payson to 12300 South  
Utah and Salt Lake Counties, Utah*

Dear Ms. Giraud:

On February 20, 2008, the Advisory Council on Historic Preservation (ACHP) received your notification regarding the adverse effects of the referenced undertaking. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the Utah State Historic Preservation Office (SHPO), affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Utah SHPO, Indian tribes, and other consulting parties, and related documentation at the conclusion of the consultation process. The filing of this MOA with the ACHP and fulfillment of its stipulations are required to complete your compliance responsibilities under Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions or require further assistance, please contact me at (202) 606-8520 or [kharris@achp.gov](mailto:kharris@achp.gov).

Sincerely,

Katry Harris  
Historic Preservation Specialist  
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION



State of Utah

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

May 19, 2008

Don Klima, Director  
Office of Federal Agency Programs  
Advisory Council on Historic Preservation  
1100 Pennsylvania Ave, NW, Suite 803  
Washington, D.C, 20004

Subject: UDOT Project Number: IN-NH-15-6(149)245E; I-15 Reconstruction, South Payson  
Interchange to 12300 South, Utah County, Utah.  
**Submission of Memorandum of Agreement.**

Dear Mr. Klima:

The Federal Highway Administration (FHWA), and the Utah Department of Transportation (UDOT) are proposing to widen and reconstruct I-15 from the South Payson interchange in Utah County to the 12300 South interchange in Salt Lake County, Utah.

Pursuant to 36 CFR § 800.6(a)(1), UDOT previously notified the Council of the subject project's adverse effect finding in February 2008 and the Council declined to participate in consultation. Pursuant to 36 CFR 800.6(b)(1)(iv), the FHWA and the UDOT are providing the signed Memorandum of Agreement (MOA) negotiated between the FHWA and the Utah State Historic Preservation Officer to mitigate adverse effects of this project. The documentation specified in 36 CFR 800.11(e) was previously submitted and there have been no revisions or additions.

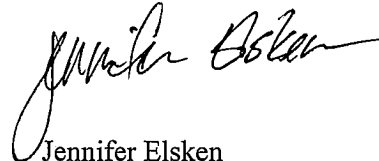
Measures to avoid or minimize the undertaking's adverse effects consisted of evaluating a range of build alternatives through an Environmental Impact Statement in compliance with the National Environmental Policy Act. Impacts to all resources were considered in relation to roadway design modifications, safety standards, and cost-effectiveness.

Native American consultation was initiated through letters sent to the Uinta and Ouray Ute, the Northwest Band of the Shoshone Nation, the Shoshonoe-Bannock Tribes, The Goshute Tribal Council, the Skull Valley Band of Goshutes and the Shoshone Tribe of the Wind River reservation. Only the Confederated Tribes of the Goshute Nation responded, indicating that the tribe had no comment or objection.

Public hearings were held on December 13 and 15, 2007, in American Fork and Provo, Utah. A notice to the public of the adverse effects on historic properties from the project was placed in the Salt Lake Tribune and Deseret News on December 1 and 6, 2007. No comments were received during the 30-day comment period.

The filing of this MOA with the Council signifies completion of the Section 106 process under the National Historic Preservation Act by FHWA and UDOT. Should you have any questions or need additional information, please feel free to contact me at (801) 227-8062 or [jelsken@utah.gov](mailto:jelsken@utah.gov).

Sincerely,

A handwritten signature in black ink, appearing to read "Jennifer Elsken", written over a horizontal line.

Jennifer Elsken  
NEPA/NHPA Specialist  
UDOT Region 3

Enclosure

cc: Merrell Jolley, UDOT Region 3  
Rich Crosland, UDOT Region 3



CONFEDERATED TRIBES  
*of the*  
GOSHUTE RESERVATION

P.O. BOX 6104  
IBAPAH, UTAH 84034  
PHONE (435) 234-1138  
FAX (435) 234-1162

May 30, 2007

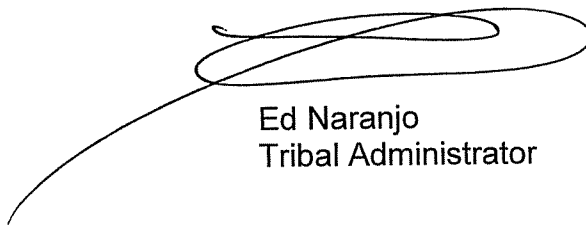
Carlos C. Machado  
U.S. Department of Transportation  
Utah Division  
2520 West 4700 South, Ste. 9A  
Salt Lake City, Utah 84118-1847

Dear Mr. Machado:

Reference your letter dated May 25, 2007 regarding Project No.IN-NH-15-6(149)245E.  
The Confederated Tribes of the Goshute Reservation does not have any comments or  
objections to the proposed project.

If additional information is needed, please contact me at 435.234.1138

Sincerely,



Ed Naranjo  
Tribal Administrator



U.S. Department  
Of Transportation  
Federal Highway  
Administration

Utah Division

2520 West 4700 South, Ste. 9A  
Salt Lake City, UT 84118-1847

May 25, 2007

File: IN-NH-15-6(149)245E

Rupert Steele, Chairman  
Goshute Tribal Council  
BIA Route One  
Ibapah, UT 84034

SUBJECT: Project #: IN-NH-15-6(149)245E  
I-15 South Corridor

Dear Mr. Steele:

The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT) are preparing an Environmental Impact Statement for potential improvements to I-15 from the South Payson interchange to 10600 South in Salt Lake County.

In accordance with the regulations published by the Advisory Council on Historic Preservation, 36 CFR Part 800, we are requesting that you advise if there are any historic properties of traditional religious and/or cultural importance that may be affected by this undertaking.

During the EIS process, which originated in 2004, the following has occurred as we have proceeded through the alternatives development and impact analysis phases of the National Environmental Policy Act.

- Considerable conceptual engineering has been conducted on I-15 that has resulted in proposed widening, reconstruction of interchanges, proposed new interchanges, and consideration of frontage road options between Provo and Orem. The proposed improvements to the I-15 mainline largely would occur within the existing highway right-of-way; however, interchange reconstruction and frontage road options would require additional right-of-way. This additional right-of-way would be contiguous with the existing highway.
- Commuter Rail Transit, which was initially studied in this EIS, has been separated from this study and will now proceed separately under the Utah Transit Authority's local environmental process.

As FHWA and UDOT continue the development of the Draft Environmental Impact Statement, including compliance with Section 106 of the National Historic Preservation Act, we request your input on any historic properties of traditional religious and/or cultural importance that may be adjacent to the existing I-15 corridor. Please be assured that we will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural historic properties that might be affected by this proposed undertaking.

We would be pleased to meet with you or a designated representative of the Skull Valley Band of Goshutes to review our conceptual engineering design and address any questions or concerns that you may have.

**MOVING THE  
AMERICAN  
ECONOMY**

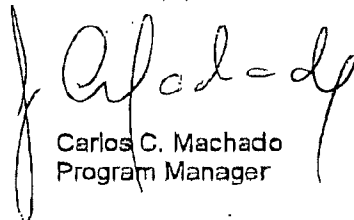




A response within 30 days would be appreciated should you have concerns about this project. Please feel free to contact me at 801-963-0078 ext. 231 to answer any questions or provide any additional information.

Thank you for your attention to this project notification and any comments you may have.

Sincerely yours,



Carlos C. Machado  
Program Manager

Enclosure

IDENTICAL COPIES OF THIS LETTER SENT TO THE FOLLOWING:

Tribal Contacts List For: Project #: IN-NH-15-6(149)245E, PIN: 4155  
Project Description: I-15 South Corridor

Original to:	CC to:
Rupert Steele	22707A 6.1.4; 6.2.5; AR PC5
	Ed Narajano, Tribe Administrator
	Cassandra Bullcreek, Vice Chairperson

**MOVING THE  
AMERICAN  
ECONOMY**





**U.S. Department  
Of Transportation  
Federal Highway  
Administration**

**Utah Division**

2520 West 4700 South, Ste. 9A  
Salt Lake City, UT 84118-1847

May 25, 2007

File: IN-NH-15-6(149)245E

Mr. Ivan Wongan, Chairperson  
Northwestern Band of the Shoshone Nation  
427 North Main Street, Suite 101  
Pocatello, ID 83204

**SUBJECT: Project #: IN-NH-15-6(149)245E  
I-15 South Corridor**

Dear Mr. Wongan:

The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT) are preparing an Environmental Impact Statement for potential improvements to I-15 from the South Payson interchange to 10600 South in Salt Lake County.

In accordance with the regulations published by the Advisory Council on Historic Preservation, 36 CFR Part 800, we are requesting that you advise if there are any historic properties of traditional religious and/or cultural importance that may be affected by this undertaking.

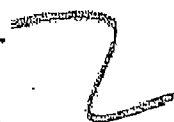
During the EIS process, which originated in 2004, the following has occurred as we have proceeded through the alternatives development and impact analysis phases of the National Environmental Policy Act.

- Considerable conceptual engineering has been conducted on I-15 that has resulted in proposed widening, reconstruction of interchanges, proposed new interchanges, and consideration of frontage road options between Provo and Orem. The proposed improvements to the I-15 mainline largely would occur within the existing highway right-of-way; however, interchange reconstruction and frontage road options would require additional right-of-way. This additional right-of-way would be contiguous with the existing highway.
- Commuter Rail Transit, which was initially studied in this EIS, has been separated from this study and will now proceed separately under the Utah Transit Authority's local environmental process.

As FHWA and UDOT continue the development of the Draft Environmental Impact Statement, including compliance with Section 106 of the National Historic Preservation Act, we request your input on any historic properties of traditional religious and/or cultural importance that may be adjacent to the existing I-15 corridor. Please be assured that we will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural historic properties that might be affected by this proposed undertaking.

We would be pleased to meet with you or a designated representative of the Skull Valley Band of Goshutes to review our conceptual engineering design and address any questions or concerns that you may have.

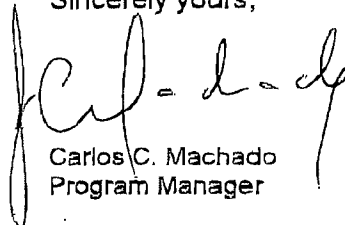
**MOVING THE  
AMERICAN  
ECONOMY**



A response within 30 days would be appreciated should you have concerns about this project. Please feel free to contact me at 801-963-0078 ext. 231 to answer any questions or provide any additional information.

Thank you for your attention to this project notification and any comments you may have.

Sincerely yours,



Carlos C. Machado  
Program Manager

Enclosure

IDENTICAL COPIES OF THIS LETTER SENT TO THE FOLLOWING:

Tribal Contacts List For: Project #: IN-NH-15-6(149)245E, PIN: 4155  
Project Description: I-15 South Corridor

Original to:	CC to:
Mr. Ivan Wongan	22707A 6.1.4; 6.2.5; AR PC5

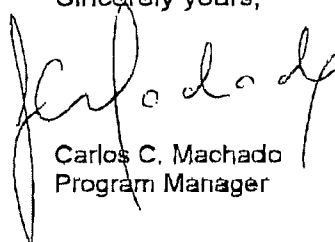
**MOVING THE**  
**AMERICAN**  
**ECONOMY**



A response within 30 days would be appreciated should you have concerns about this project. Please feel free to contact me at 801-963-0078 ext. 231 to answer any questions or provide any additional information.

Thank you for your attention to this project notification and any comments you may have.

Sincerely yours,



Carlos C. Machado  
Program Manager

Enclosure

**IDENTICAL COPIES OF THIS LETTER SENT TO THE FOLLOWING:**

Tribal Contacts List For: Project #: IN-NH-15-6(149)245E, PIN: 4155  
Project Description: I-15 South Corridor

Original to:	CC to:
Mr. Alonzo Coby	22707A 6.1.4; 6.2.5; AR PC5

**MOVING THE**  
**AMERICAN**  
**ECONOMY**





**U.S. Department  
Of Transportation  
Federal Highway  
Administration**

**Utah Division**

2520 West 4700 South, Ste. 9A  
Salt Lake City, UT 84118-1847

May 25, 2007

File: IN-NH-15-6(149)245E

Mr. Vernon Hill  
Business Committee  
Shoshone Tribe of Wind River Reservation  
PO BOX 217  
Fort Washakie, WY 82514

**SUBJECT: Project #: IN-NH-15-6(149)245E  
I-15 South Corridor**

Dear Mr. Hill:

The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT) are preparing an Environmental Impact Statement for potential improvements to I-15 from the South Payson interchange to 10600 South in Salt Lake County.

In accordance with the regulations published by the Advisory Council on Historic Preservation, 36 CFR Part 800, we are requesting that you advise if there are any historic properties of traditional religious and/or cultural importance that may be affected by this undertaking.

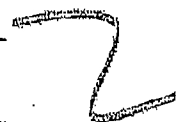
During the EIS process, which originated in 2004, the following has occurred as we have proceeded through the alternatives development and impact analysis phases of the National Environmental Policy Act.

- Considerable conceptual engineering has been conducted on I-15 that has resulted in proposed widening, reconstruction of interchanges, proposed new interchanges, and consideration of frontage road options between Provo and Orem. The proposed improvements to the I-15 mainline largely would occur within the existing highway right-of-way; however, interchange reconstruction and frontage road options would require additional right-of-way. This additional right-of-way would be contiguous with the existing highway.
- Commuter Rail Transit, which was initially studied in this EIS, has been separated from this study and will now proceed separately under the Utah Transit Authority's local environmental process.

As FHWA and UDOT continue the development of the Draft Environmental Impact Statement, including compliance with Section 106 of the National Historic Preservation Act, we request your input on any historic properties of traditional religious and/or cultural importance that may be adjacent to the existing I-15 corridor. Please be assured that we will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural historic properties that might be affected by this proposed undertaking.

We would be pleased to meet with you or a designated representative of the Skull Valley Band of Goshutes to review our conceptual engineering design and address any questions or concerns that you may have.

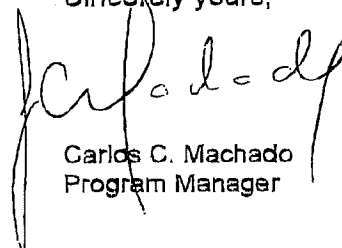
**MOVING THE  
AMERICAN  
ECONOMY**



A response within 30 days would be appreciated should you have concerns about this project. Please feel free to contact me at 801-963-0078 ext. 231 to answer any questions or provide any additional information.

Thank you for your attention to this project notification and any comments you may have.

Sincerely yours,



Carlos C. Machado  
Program Manager

Enclosure

**IDENTICAL COPIES OF THIS LETTER SENT TO THE FOLLOWING:**

Tribal Contacts List For: Project #: IN-NH-15-6(149)245E, PIN: 4155  
Project Description: I-15 South Corridor

Original to:	CC to:
Mr. Vernon Hill	22707A 6.1.4; 6.2.5; AR PC5

**MOVING THE  
AMERICAN  
ECONOMY**





**U.S. Department  
Of Transportation  
Federal Highway  
Administration**

**Utah Division**

2520 West 4700 South, Ste. 9A  
Salt Lake City, UT 84118-1847

May 25, 2007

File: IN-NH-15-6(149)245E

Mr. Alonzo Coby, Tribal Chairman  
Fort Hall Business Council  
Shoshone-Bannock Tribes  
PO BOX 306  
Fort Hall, ID 83201

**SUBJECT: Project #: IN-NH-15-6(149)245E  
I-15 South Corridor**

Dear Mr. Coby:

The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT) are preparing an Environmental Impact Statement for potential improvements to I-15 from the South Payson interchange to 10600 South in Salt Lake County.

In accordance with the regulations published by the Advisory Council on Historic Preservation, 36 CFR Part 800, we are requesting that you advise if there are any historic properties of traditional religious and/or cultural importance that may be affected by this undertaking.

During the EIS process, which originated in 2004, the following has occurred as we have proceeded through the alternatives development and impact analysis phases of the National Environmental Policy Act.

- Considerable conceptual engineering has been conducted on I-15 that has resulted in proposed widening, reconstruction of interchanges, proposed new interchanges, and consideration of frontage road options between Provo and Orem. The proposed improvements to the I-15 mainline largely would occur within the existing highway right-of-way; however, interchange reconstruction and frontage road options would require additional right-of-way. This additional right-of-way would be contiguous with the existing highway.
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As FHWA and UDOT continue the development of the Draft Environmental Impact Statement, including compliance with Section 106 of the National Historic Preservation Act, we request your input on any historic properties of traditional religious and/or cultural importance that may be adjacent to the existing I-15 corridor. Please be assured that we will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural historic properties that might be affected by this proposed undertaking.

We would be pleased to meet with you or a designated representative of the Skull Valley Band of Goshutes to review our conceptual engineering design and address any questions or concerns that you may have.

**MOVING THE  
AMERICAN  
ECONOMY**





**U.S. Department  
Of Transportation  
Federal Highway  
Administration**

**Utah Division**

2520 West 4700 South, Ste. 9A  
Salt Lake City, UT 84118-1847

May 25, 2007

File: IN-NH-15-6(149)245E

Leon Bear, Chairman  
Skull Valley Band of Goshutes  
3359 S. Main Street #808  
Salt Lake City, UT 84115

**SUBJECT:** Project #: IN-NH-15-6(149)245E  
I-15 South Corridor

Dear Mr. Bear:

The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT) are preparing an Environmental Impact Statement for potential improvements to I-15 from the South Payson interchange to 10600 South in Salt Lake County.

In accordance with the regulations published by the Advisory Council on Historic Preservation, 36 CFR Part 800, we are requesting that you advise if there are any historic properties of traditional religious and/or cultural importance that may be affected by this undertaking.

During the EIS process, which originated in 2004, the following has occurred as we have proceeded through the alternatives development and impact analysis phases of the National Environmental Policy Act.

- Considerable conceptual engineering has been conducted on I-15 that has resulted in proposed widening, reconstruction of interchanges, proposed new interchanges, and consideration of frontage road options between Provo and Orem. The proposed improvements to the I-15 mainline largely would occur within the existing highway right-of-way; however, interchange reconstruction and frontage road options would require additional right-of-way. This additional right-of-way would be contiguous with the existing highway.
- Commuter Rail Transit, which was initially studied in this EIS, has been separated from this study and will now proceed separately under the Utah Transit Authority's local environmental process.

As FHWA and UDOT continue the development of the Draft Environmental Impact Statement, including compliance with Section 106 of the National Historic Preservation Act, we request your input on any historic properties of traditional religious and/or cultural importance that may be adjacent to the existing I-15 corridor. Please be assured that we will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural historic properties that might be affected by this proposed undertaking.

We would be pleased to meet with you or a designated representative of the Skull Valley Band of Goshutes to review our conceptual engineering design and address any questions or concerns that you may have.

**MOVING THE  
AMERICAN  
ECONOMY**

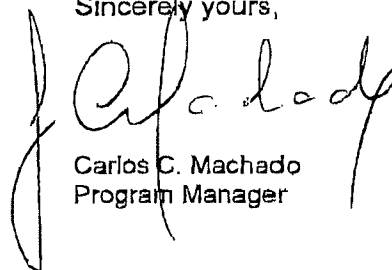




A response within 30 days would be appreciated should you have concerns about this project. Please feel free to contact me at 801-963-0078 ext. 231 to answer any questions or provide any additional information.

Thank you for your attention to this project notification and any comments you may have.

Sincerely yours,



Carlos C. Machado  
Program Manager

Enclosure

**IDENTICAL COPIES OF THIS LETTER SENT TO THE FOLLOWING:**

**Tribal Contacts List For:** Project #: IN-NH-15-6(149)245E, PIN: 4155  
Project Description: I-15 South Corridor

Original to:	CC to:
Mr. Leon Bear	22707A 6.1.4; 6.2.5; AR PCS

**MOVING THE**  
**AMERICAN**  
**ECONOMY**



U.S. Department  
Of Transportation  
**Federal Highway  
Administration**

**Utah Division**  
2520 West 4700 South, Ste. 9A  
Salt Lake City, UT 84118-1847

September 26, 2007

Ms. Maxine Natchees, Chairperson  
Uinta and Ouray Tribes  
988 South 7500 East  
P.O. Box 190  
Fort Duchesne, Utah 84026

Subject: Project No.: IM-NH-15-6(149)245E  
Project Description: I-15 Corridor  
Salt Lake and Utah Counties, Utah  
Request to be a Consulting Party

Dear Ms. Natchees:

The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT) are preparing an Environmental Impact Statement for potential improvements to I-15 from the South Payson interchange to 10600 South in Salt Lake County.

In accordance with the regulations published by the Advisory Council on Historic Preservation, 36 CFR Part 800, we are requesting that you advise if there are any historic properties of traditional religious and/or cultural importance that may be affected by this undertaking.

During the EIS process, which originated in 2004, the following has occurred as we have proceeded through the alternatives development and impact analysis phases of the National Environmental Policy Act.

- Considerable conceptual engineering has been conducted on I-15 that has resulted in proposed widening, reconstruction of interchanges, proposed new interchanges, and consideration of frontage road options between Provo and Orem. The proposed improvements to the I-15 mainline largely would occur within the existing highway right-of-way; however, interchange reconstruction and frontage road options would require additional right-of-way. This additional right-of-way would be contiguous with the existing highway.
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**MOVING THE  
AMERICAN  
ECONOMY**

Project No.: IM-NH-15-6(149)245E  
September 26, 2007  
Page Two

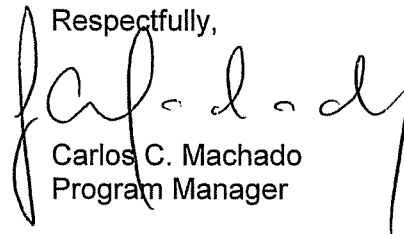
As FHWA and UDOT continue the development of the Draft Environmental Impact Statement, including compliance with Section 106 of the National Historic Preservation Act, we request your input on any historic properties of traditional religious and/or cultural importance that may be adjacent to the existing I-15 corridor. Please be assured that we will maintain strict confidentiality about certain types of information regarding traditional religious and/or cultural historic properties that might be affected by this proposed undertaking.

We would be pleased to meet with you or a designated representative of the Uinta and Ouray Tribes to review our conceptual engineering design and address any questions or concerns that you may have.

A response within 30 days would be appreciated should you have concerns about this project and/or wish to be a consulting party. Please feel free to contact me at 801-963-0078, extension 231, to answer any questions or provide any additional information.

Thank you for your attention to this project notification and any comments you may have.

Respectfully,

A handwritten signature in black ink, appearing to read 'C. Machado', is written over the typed name and title.

Carlos C. Machado  
Program Manager

Enclosure

cc: Ms. Betsy Chapoose, Director of Cultural Resources  
CCMACHADO:dtb

**IDENTICAL COPIES OF THIS LETTER SENT TO THE FOLLOWING:**

**Tribal Contact List For:**      Project #: IM-NH-15-6(149)245E, PIN: 4155  
Project Description:    I-15 South Corridor  
Salt Lake and Utah Counties, Utah

<b>Original:</b>	<b>CC:</b>
Maxine Natchees, Chairperson 988 South 7500 East P.O. Box 190 Fort Duchesne, Utah 84026	Ms. Betsy Chapoose, Director of Cultural Resources



## State of Utah

### Department of Environmental Quality

Dianne R. Nielson, Ph.D.  
*Executive Director*

DIVISION OF WATER QUALITY  
Walter L. Baker, P.E.  
*Acting Director*

**Water Quality Board**  
Ray M. Child, *Acting Chair*  
Robert G. Adams  
David F. Echols  
Neil K. Kochenour  
Dianne R. Nielson  
Jay Ivan Olsen  
Joe Piccolo  
Ronald C. Sims  
Douglas E. Thompson  
J. Ann Wechsler  
Walter L. Baker  
*Acting Executive Secretary*

OLENE S. WALKER  
*Governor*

GAYLE F. McKEACHNIE  
*Lieutenant Governor*

October 8, 2004

Merrell Jolley, PE  
UDOT Project Manager  
Region Three Headquarters  
658 North 1500 West  
Orem, UT 84057

Dear Mr. Jolley:

Subject: Environmental Impact Statement, I-15 Corridor Project in  
Utah County and Salt Lake County

I appreciated attending the I-15 Corridor project meeting on September 8, 2004. Per the discussion at that meeting and follow up correspondence our office has the following written comments.

Development and urbanization are continually impacting Utah's waters. These impacts include the degradation of water quality, increased quantities and intensities of peak flows, channel erosion, flooding, geomorphologic deterioration, and the associated inability of streams to sustain ecology and support their designated beneficial uses. Site designs that minimize the introduction of additional impervious surfaces into watersheds and promote sheet runoff and infiltration are preferred. It is very undesirable to concentrate storm water to fewer drainage locations. The intent should be to allow or mimic the natural flow patterns to the degree possible.

The following permits from our Division are required during the construction phase of the project:

1. Construction activities that grade 1 acre or more per common plan are required to obtain coverage under the Utah Pollutant Discharge Elimination System (UPDES) Storm Water General Permit for Construction Activities, Permit No. UTR100000. The permit requires the development of a storm water pollution prevention plan to be implemented and updated from the commencement of any grading activities at the site until final stabilization of the project. A fact sheet

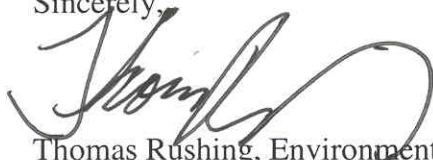
describing the permit requirements and application procedures is attached.

2. Dewatering activities during the construction may require coverage under the UPDES General Permit for Construction Dewatering, Permit No. UTG070000. The permit requires water quality monitoring every two weeks to ensure that the pumped water is meeting permit effluent limitations.

In addition to these permitting requirements, the Division of Water Quality requires the submission of plan elements for permanent storm water runoff control and treatment. Please submit the plans to me and I will coordinate with the appropriate people in our engineering branch.

If you have any questions concerning these comments, do not hesitate to contact me at (801) 538-6951. Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Thomas Rushing', with a large, sweeping flourish extending from the end of the name.

Thomas Rushing, Environmental Scientist  
Permits and Compliance

Enclosure: SW Fact Sheet

**State of Utah****Department of  
Natural Resources**

MICHAEL R. STYLER  
*Executive Director*

**Utah  
Geological Survey**

RICHARD G. ALLIS, PH.D.  
*State Geologist/  
Division Director*

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

January 12, 2005

Nancy Buening  
Jones & Stokes  
2600 V Street  
Sacramento CA 95818-1914

RE: UDOT Project No. IM-NH-15-6(149)245E: I-15 Corridor EIS, Salt Lake and Utah Counties, Utah  
U.C.A. 63-73-19 (Paleontological) Compliance; Request for Confirmation of Literature Search according to the UDOT/UGS Memorandum of Understanding.

Dear Nancy:

I have conducted a paleontological file search for the I-15 Corridor EIS project in response to your letter of January 5, 2005. This project qualifies for treatment under the UDOT/UGS executed Memorandum of Understanding.

There are seven known paleontological localities recorded in our files from this project right-of-way. All but one are Pleistocene vertebrates from deposits associated with Lake Bonneville, and are mostly from gravel quarries or other excavation sites where fossils were discovered as a result of ground disturbing activities. There is also a Miocene vertebrate locality from a travertine unit in the Salt Lake Group. Specimens from these localities have been collected, so they will not be impacted by this project. Most of the surficial deposits along this project corridor are more recent alluvial deposits, which have a low potential for yielding significant fossil localities. However, the Lake Bonneville and Salt Lake Group deposits have the potential for yielding significant vertebrate fossil localities, so please be aware of possible impacts to paleontological resources if these deposits are disturbed as a result of construction activities. If fossils are discovered as a result of construction activities, a paleontologist should be notified. Otherwise this project should have no impact on paleontological resources.

If you have any questions, please call me at (801) 537-3311.

Sincerely,

Martha Hayden  
Paleontological Assistant



State of Utah  
Department of  
Natural Resources  
Division of  
Water Resources

ROBERT L. MORGAN  
*Executive Director*

D. LARRY ANDERSON  
*Division Director*

OLENE S. WALKER  
*Governor*

GAYLE F. McKEACHNIE  
*Lieutenant Governor*

Mr. Merrell Jolley, P.E.  
UDOT Project Manager  
Region Three Headquarters  
658 North 1500 West  
Orem, UT 84057

Mr. Jolley:

Thank you for the briefing packet on the I-15 Corridor Resource Agency Scoping Meeting held September 8 sent to our director Larry Anderson. We had reviewed material on the project sent to us earlier and made the decision not to attend. I apologize for not letting you know in advance.

We review each document we receive from UDOT to see if there are water supply impacts that may arise from project construction. These are impacts that would change the quantity or timing of water supply. We may also look for water quality impacts to irrigators that the Division of Water Quality would not consider in its evaluations. Generally we do not find any such concern. Most of the water-related concerns are over water quality, wildlife, wetlands and state sovereign lands and the divisions of Water Quality, Wildlife Resources, and Forestry Fire and State Lands have responsibility to address those.

We do not expect to attend future meetings unless there are any of the water supply impacts described above that you are aware of and which we may have missed as we reviewed the scoping meeting packet and earlier information. We will review the documents you send us on the project and would be available to meet with you if the need arises.

If you would like to discuss this further, please contact me at (801) 538-7298.

Thank you,

Eric L. Millis, P.E.  
Assistant Director

cc: Kim Frost  
Sherm Hoskins





State of Utah

OLENE S. WALKER  
Governor

GAYLE McKEACHNIE  
Lieutenant Governor

## Governor's Office of Planning and Budget

WES CURTIS  
State Planning Coordinator

### Resource Development Coordinating Committee

GLADE SOWARDS  
Committee Chairman

JOHN A. HARJA  
Executive Director

October 6, 2004

Merrell Jolley, Project Manager  
Utah Department of Transportation  
658 North 1500 West  
Orem, Utah 84057

SUBJECT: I-15 Corridor, Utah and Salt Lake Counties  
Project No. 04-4475

Dear Mr. Jolley:

The Resource Development Coordinating Committee (RDCC), representing the State of Utah, has reviewed this proposal. The Department of Environmental Quality/Division of Air Quality comments:

Alternative 5 in the proposed EIS affords the opportunity for greatest diversity and adaptability in meeting current and future transportation needs between Utah and Salt Lake Counties, and allows opportunity to adjust or adapt appropriately to environmental, social, and economic needs which exist or may arise as in the future.

Rather than committing to a single alternative, such as increasing lanes on I-15, a multiple approach including increased transit by bus, rail, or bicycle would offer better solutions adapted to the circumstances and needs of the community today and in the future.

Part of the transportation planning and implementation should include land use planning wherein opportunities for residential development are created in proximity to development of business, commercial, and manufacturing enterprises where said nearby residents might be employed, thus reducing needs of providing transportation or parking for distance of commuting to and from work.

Such planning and integration of economic and residential development as a holistic concept, would correspond to desirable concepts such as Low Impact Development, wherein holistic planning avoids many of the problems confronting much of urbanizing America.

The Committee appreciates the opportunity to review this proposal. Please direct any other written questions regarding this correspondence to the Resource Development Coordinating Committee at the above address or call Carolyn Wright at (801) 537-9230 or Kim Frost at (801) 538-7326.

Sincerely,

John Harja  
Executive Director  
Resource Development Coordinating Committee



State of Utah

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

11 October 2007

Mr. Cory Jensen  
National Register Coordinator, and  
Dr. Matthew Seddon  
Deputy State Historic Preservation Officer  
Utah Division of State History  
300 Rio Grande  
Salt Lake City, Utah 84101-1182

RE: Project No. IN-NH-15-6(149)245E; I-15 Reconstruction, South Payson  
Interchange to 12300 South. **Determinations of Eligibility and Finding of  
Effect. Request for Concurrence.**

Dear Mr. Jensen and Dr. Seddon:

The Federal Highway Administration (FHWA), and the Utah Department of Transportation (UDOT) are preparing to undertake the subject federal-aid project. The UDOT has made an effort to consider the effects of this undertaking on any historic or archaeological resources that could be eligible for the state or national registers, and to afford the Utah State Historic Preservation Office (USHPO) an opportunity to comment on the undertaking, as outlined in Section 106 of the National Historic Preservation Act of 1966, as amended, and U.C.A. 9-8-404. Please review this letter and, providing you agree with the determinations contained herein, sign and date the signature line at the end of this letter.

### **Project Description**

The project will widen and reconstruct I-15 from the South Payson interchange in Utah County to the 12300 South interchange in Salt Lake County. The total distance for widening and reconstruction is 44 miles. It includes 20 potential interchange

improvements, and road realignment locations between the South Payson Interchange and 12300 South. Table 1 describes the location of the project.

**Table 1. Legal Description of the Project Area Subject to Class III Inventory**

U.S. Geological Survey 7.5-Minute Quadrangle	Township	Range	Section
Midvale <sup>a</sup>	3S	1W	13, 24, 25, 36
	4S	1W	1
	3S	1E	30, 31
	4S	1E	6
Jordan Narrows (1999)	4S	1W	1, 12, 13, 23, 24, 26, 36
	4S	1E	6, 7, 31
	5S	1E	6
Lehi (1998)	5S	1E	5, 6, 8, 9, 15, 16, 22
Pelican Point (1999)	5S	1E	22, 23, 24, 25,
	5S	2E	30, 31, 32
Orem (1998)	5S	2E	32
	6S	2E	4, 5, 9, 16, 21, 22, 27, 28, 34
Provo (1998)	6S	2E	34
	7S	2E	2, 3, 11, 12, 13
	7S	3E	18, 19, 30, 31
	8S	2E	13
	8S	3E	6, 7, 18
Spanish Fork (1998)	8S	2E	13, 23, 24, 26, 27, 33, 34
	8S	3E	18
	9S	2E	4, 5, 8, 9, 17, 18
West Mountain (1950 [p.r. 1975])	9S	2E	18, 19, 30
Santaquin (1998) <sup>b</sup>	9S	2E	30, 31
	10S	1E	1, 11, 12, 14, 15
	10S	2E	6

Notes: p.r. = photo revised.

<sup>a</sup> 12300 South to 10600 South is no longer in the APE.

<sup>b</sup> The Santaquin area is no longer in the APE.

The reports accompanying this letter provide specific details of the proposed reconstruction. A brief summary is provided here. The proposed widening and reconstruction on I-15 includes the following elements:

- Addition of general purpose lanes
- Extension of express lanes to US-6 in Spanish Fork
- Reconstruction of existing interchanges
- Construction of two new interchanges (Orem 800 South and North Lehi). Two interchange options are being considered at American Fork Main Street.
- Addition of a frontage road system in the Provo-Orem area. Four frontage road options (labeled A, B, C, and D) are being considered. Option A is the locally preferred alternative.
- Reconstruction of bridges that cross over or under I-15
- Improvement to cross streets as needed to tie into the existing roadway. Cross street widths are in accordance with the Metropolitan Planning Organization Long Range Plans.
- Accommodation for existing and planned pedestrian and bicycle crossings of I-15.

The proposed number of lanes on I-15 will vary along the corridor as indicated below:

- Payson to SR-164 Benjamin - 3 lanes each direction
- SR-164 Benjamin to US-6 - 4 lanes each direction
- South US-6 to University Parkway - 5 lanes each direction
- University Parkway to 12300 South - 6 lanes each direction

### **Architectural Resources**

Determination of Eligibility for Architectural Resources in the I-15 Corridor Project Area  
Ms. Kathryn Haley, a consultant with Jones and Stokes Environmental Consultants, conducted a selective architectural survey of historic buildings and structures located within and directly adjacent to the proposed improvements for Interstate I-15 from South Payson in Utah County to 12300 South in Salt Lake County. The consultant performed the survey in 2004, when the project was larger in scope and included various transit alternatives. In the intervening years, the project has been scaled back to address impacts related solely to improvements to the I-15 Corridor. The I-15 Corridor proposed improvements pass through the communities of Payson, Spanish Fork, Provo, Orem, American Fork and Lehi, and entail a 45-mile stretch of the interstate.

Ms. Haley recorded a total of 86 historical architectural properties within the I-15 Corridor Improvement survey area. In addition, UDOT staff identified two properties in the project area entered in the SHPO database as part of the previous Geneva Road study: 895 S. Geneva Road (Site 31.5) and 1451 W. 800 S. (Site 34.5). These sites are not included in the historic resource study for the I-15 Corridor proposed improvements. Table 2 lists the 88 properties.

The cutoff date for considering a property historical was set at 1960 in order to accommodate the projected completion date of the overall project Environmental Impact Statement. The reconnaissance survey for the I-15 Corridor Improvements includes all architectural properties identified within the historic period that are located one parcel adjacent to the proposed project alignment in which the buildings may be directly or indirectly affected by the proposed project. Although the scope of the highway improvements extends into southern Salt Lake County, no properties within the survey are located in Salt Lake County because the consultant could not locate architectural properties meeting the age requirement on parcels adjacent to the highway.

In April, 2007, the consultant surveyed properties at the reconnaissance level for potential interchange upgrades and other features that have been added to the project scope since 2004. These updated survey efforts consisted of surveying the areas where new interchanges are proposed as well as additional project features, and checking the previously recorded historic properties associated with the earlier report that included transit options.

**Table 2. Historical Buildings Documented within the I-15 Project Area.**

Map Number	Address	City	Approx. Date Built	Description	SHPO Rating/ Eligibility
01	4545 W. 11200 S.	Payson	1940	Masonry agricultural outbuilding with shed roof; alteration includes non-historic addition with gable roof and non-historic windows.	C/Not eligible.
02	192 S. 800 W.	Payson	1950	Minimal Traditional residence with garage and upper half-story appendage dating from historic period.	B/Eligible under Criteria A.
03	780 W. 100 S.	Payson	1955	20 <sup>th</sup> -Century Other residence of undetermined style; non-historic stucco, window surrounds and slider windows alter the appearance substantially.	C/Not eligible.
04	750 W. 100 S.	Payson	1955	Ranch style house with synthetic siding and carport that appear to date from historic period.	B/Eligible under Criteria A.
05	737 W. Utah	Payson	1890	Hall-parlor residence of general classical style; alterations include non-historic enclosed entrance and changes to the fenestration.	C/Not eligible.
06	704 W. Utah	Payson	1920	Bungalow residence; application of siding, removal of porch and non-historic windows have removed most of the character-defining features of the building.	C/Not eligible.
07	652 W. Utah	Payson	1920	Bungalow residence; alterations include windows and siding in the gable end that detract from the historic character of the house.	C/Not eligible.
08	640 W. Utah	Payson	1920	Bungalow residence.	B/Eligible under Criteria A.
09	103 N. 600 W.	Payson	1945	Minimal Traditional residence; alterations include non-historic alterations to the fenestration and an addition at the rear.	C/Not eligible.
10	520 W. 300 N.	Payson	1925	Period Cottage residence; alterations include non-historic stucco and brick siding; non-historic windows and a substantial covered patio area at the rear.	C/Not eligible.
11	467 W. 400 N.	Payson	1950	Early Ranch residence; alterations include non-historic windows and a cut-out foundation.	C/Not eligible.
12	412 W. 400 N.	Payson	1910	Victorian Gothic residence.	B/Eligible under Criteria A.

Map Number	Address	City	Approx. Date Built	Description	SHPO Rating/ Eligibility
13	625 N. Main	Payson	1950	Early Ranch residence.	B/Eligible under Criteria A.
14	8394 S. 2200 W.	Spanish Fork	1955	Early Ranch residence; alterations include fenestration changes and an addition at the rear.	C/Not eligible.
15	7658 S. 1600 W.	Spanish Fork	1890	Victorian Eclectic residence.	A/Eligible under Criteria A and C.
16	1378 W. 7300 S.	Spanish Fork	1890	Victorian Eclectic residence.	B/Eligible under Criterion A.
17	2572 W. 6800 S.	Spanish Fork	1920	Early 20 <sup>th</sup> -Century industrial building of indeterminate style.	B/Eligible under Criterion A.
18	1116 S. 500 W.	Provo	1955	Minimal Traditional residence; alterations include non-historic synthetic siding and windows.	C/Not eligible.
19	1100 S. 500 W.	Provo	1950	Minimal Traditional residence.	B/Eligible under Criterion A.
20	605 W. 1020 S.	Provo	1950	Early Ranch residence.	B/Eligible under Criterion A.
21	627 S. 1100 W.	Provo	1948	Minimal Traditional residence.	B/Eligible under Criterion A.
22	987 W. 600 S.	Provo	1940	Minimal Traditional residence.	A/Eligible under Criteria A and C.
23	1000 W. 600 S.	Provo	1940	Minimal Traditional residence; historic integrity is compromised by alterations to the windows and by an addition.	C/Not eligible.
24	1200 W. Center	Provo	1930	Service/bay business for automotive glass company; building is of Prairie School design; alterations include non-historic entrance bays and in-filling of some of the bays. The building also has an addition to the north that appears to be of the historic period, but has undergone similar alterations.	B/Eligible under Criterion A.
25	702 N. Geneva Road	Provo	1900	Victorian Eclectic residence. (Previously evaluated as part of Geneva Road).	A/Eligible under Criteria A and C.
26	722 N. Geneva Road	Provo	1935	Minimal Traditional residence. (Previously evaluated as part of Geneva Road).	B/Eligible under Criterion A.
27	768 N. Geneva Road	Provo	1910	Victorian Eclectic and Greek Revival style residence. (Previously evaluated as part of Geneva Road).	B/Eligible under Criterion A.
28	836 N. Geneva Road	Provo	1945	Minimal Traditional residence; property includes stucco building that dates from the historic period and was possibly a residence.	B/Eligible under Criterion A.
29	2367 W. 1700 N.	Provo	1890	Residence of general classical style; physical integrity has been compromised by the enclosure of the front porch and changes to the windows.	C/Not eligible.
30	530 W. 2000 S.	Provo	1940	One-story building associated with a steel manufacturing complex for Brown-Minneapolis Tank; subject building retains flat roof, plain fascia, and multi-pane metal windows.	B/Eligible under Criterion A.
31	1271 W. Univ. Parkway	Orem	1940	Agricultural buildings associated with former dairy farm.	B/Eligible under Criterion A.
31.5	895 S. Geneva	Orem	1890	Victorian Eclectic residence of cross-wing type. (Previously evaluated as part of Geneva Road).	B/Eligible under Criterion A.
32	865 S. Geneva	Orem	1955	Early Ranch residence. (Previously evaluated as part of Geneva Road).	B/Eligible under Criterion A.
33	849 S. Geneva	Orem	1955	Early Ranch residence. (Previously evaluated as part of Geneva Road).	B/Eligible under Criterion A.

Map Number	Address	City	Approx. Date Built	Description	SHPO Rating/ Eligibility
34	1467 W. 800 S.	Orem	1940	Early Ranch residence. (Previously evaluated as part of Geneva Road).	B/Eligible under Criterion A.
34.5	1451 W. 800 S.	Orem	1954	Ranch style residence. (Previously evaluated as part of Geneva Road).	B/Eligible under Criterion A.
35	1261 W. 800 S.	Orem	1915	Residence of undetermined style, associated with salvage yard, considered ineligible due to non-historic brick cladding, alterations to windows and entrance.	C/Ineligible.
36	? 1260 W. 800 S.	Orem	1915	Frame residence or outbuilding; original use unknown. The original massing and materials of buildings are intact.	B/Eligible under Criterion A.
37	95 S. 1200 W.	Orem	1955	Minimal Traditional residence; alterations include use of non-historic synthetic siding and windows.	C/Not eligible.
38	83 S. 1200 W.	Orem	1955	Minimal Traditional residence; alterations include the addition of a carport that appears to be outside of the historic period.	C/Not eligible.
39	12 S. 1160 W.	Orem	1950	Minimal Traditional residence.	B/Eligible under Criterion A.
40	1090 W. Center	Orem	1960	Ranch style residence; alterations include changes to the fenestration pattern of the house and the addition of a bay window not in keeping with the style of the house.	C/Not eligible.
41	895 N. 1200 W.	Orem	1920	Bungalow residence; alterations include the construction of non-historic, incompatible parapet walls, removal of historic porch elements and replacement windows.	C/Not eligible.
42	901 N. 1200 W.	Orem	1960	Service/bay commercial structure; alterations include non-historic service bay doors and changes to the office window.	C/Not eligible.
43	1545 W. 800 N.	Orem	1925	Bungalow residence; asbestos shingles date from the historic period.	B/Eligible under Criterion A.
44	600 E. 620 S.	American Fork	1890	Hall-Parlor plan residence of general classical style; historic integrity has been compromised by alterations to the entrance and windows.	C/Not eligible.
45	614 S. 330 E.	American Fork	1905	Early 20 <sup>th</sup> -century residence of undetermined style; alterations include extensive cladding of synthetic siding and the replacement of all windows with non-historic windows.	C/Not eligible.
46	485 S. 100 E.	American Fork	1940	Minimal Traditional residence with substantial addition at the rear. The addition appears to be constructed within the historic time period because it is covered with the same material (asbestos shingles) as the house.	B/Eligible under Criterion A.
47	440 S. 100 E.	American Fork	1960	Ranch style residence.	A/Eligible under Criteria A and C.
48	345 S. Center	American Fork	1910	Greek Revival style residence; alterations include the application of non-historic stucco, the removal or obscuring of the soffits and fascias with non-historic material and design; and replacement windows.	B/Eligible under Criterion A.
49	279 S. 100 W.	American Fork	1900	Victorian Eclectic residence; the house is completely clad in synthetic siding, obscuring all character-defining details. Windows have been replaced with non-historic materials that do not respect the historic fenestration pattern.	C/Not eligible.
50	150 W. 300 S.	American Fork	1945	20 <sup>th</sup> -Century warehouse building; building is distinctive for its round roof.	B/Eligible under Criteria A.
51	262 S. 100 W.	American Fork	1920	Bungalow residence.	B/Eligible under Criteria A.
52	252 S. 100 W.	American Fork	1920	English Tudor residence; significantly altered by the use of vertical siding, replacement of incompatible windows and door with the historic character of the house, and installation of an aluminum, shed	C/Not eligible.

Map Number	Address	City	Approx. Date Built	Description	SHPO Rating/ Eligibility
				roof porch on the street elevation.	
53	238 S. 100 W.	American Fork	???	Cross-wing plan residence of 20 <sup>th</sup> Century other style; non-historic brick wainscoting, and changes to the fenestration pattern compromise the historic integrity of the house.	C/Not eligible.
54	159 W. 200 S.	American Fork	1915	Prairie School-style bungalow residence.	A/Eligible under Criteria A and C.
55	187 W. 200 S.	American Fork	1935	Minimal Traditional residence.	B/Eligible under Criteria A.
56	360 W. 200 S.	American Fork	1930	20 <sup>th</sup> -Century Other residence, with narrow clapboard siding and deep eaves.	B/Eligible under Criterion A.
57	104 Roosevelt	American Fork	1940	Minimal Traditional residence.	A/Eligible under Criteria A and C.
58	447 Harrison Avenue	American Fork	1940	Minimal Traditional residence.	B/Eligible under Criterion A.
59	6670 W. 7750 N.	American Fork	1960	Early Ranch style residence with large, visible, two-story addition that appears to be out of the historic period.	C/Not eligible.
60	7086 W. 7750 N.	American Fork	1960	Early Ranch style residence; alterations include a large, attached garage addition, application of a clay tile roof and a large side addition (previously evaluated as part of Mountain View Corridor).	C/Not eligible.
61	889 W. Main	American Fork	1948	Quonset hut used as office for sound wall construction business. Alterations include replacement material for the entrance bays and in-fill windows.	C/Not eligible.
62	1101 W. Main	American Fork	1930	20th-century other residence; historic character is obscured by the application of synthetic siding, replacement windows, and the side addition.	C/Not eligible.
63	1028 W. Main	American Fork	1940	English Cottage style residence.	B/Eligible under Criterion A.
64	1220 E. Main	Lehi	1950	Streamline Moderne commercial building used for a restaurant.	B/Eligible under Criterion A.
65	700 E. Main	Lehi	1905	Lehi Roller Mills; commercial/industrial buildings listed on the National Register.	A/Listed under Criterion A and C.
66	250 N. 950 E.	Lehi	1960	Split level residence.	B/Eligible under Criterion A.
67	1000 E. State	Lehi	1890	Victorian Eclectic residence; replacement windows and large, shed roof addition to the side have significantly compromised the home's physical integrity.	C/Not eligible.
68	725 E. 500 N.	Lehi	1850???	Single-cell log residence. Located on property that includes a ranch-style house (c. 1960) as the primary residence.	A/Eligible under Criteria A and C.
69	625 N. 700 E.	Lehi	1915	20 <sup>th</sup> -Century other style house; the construction of a standing-seam metal roof porch wrapping around two elevations compromises the integrity of the structure.	C/Not eligible.
70	825 N. 400 E.	Lehi	1940	Minimal Traditional residence.	B/Eligible under Criterion A.
71	880 N. 100 E.	Lehi	1940	20 <sup>th</sup> - Century commercial building used for auto parts; physical integrity is compromised by the substantial addition on the street elevation, the replacement garage door, and the structure supporting the billboard directly overhead.	C/Not eligible.
72	816 W. State	Lehi	1950	Ranch style residence; physical integrity is compromised by the large, attached garage addition to the side.	C/Not eligible.



Map Number	Address	City	Approx. Date Built	Description	SHPO Rating/ Eligibility
73	802 W. State	Lehi	1925	Bungalow residence; alterations include the removal of original porch components and replacement windows that detract from the historic appearance of the house.	C/Not eligible.
74	830 W. State	Lehi	1910	Bungalow residence.	B/Eligible under Criterion A.
75	850 W. State	Lehi	1935	Minimal Traditional residence.	B/Eligible under Criterion A.
76	894 W. State	Lehi	1935	Period Revival residence; numerous alterations include the disability ramp, and loss of integrity of setting, due to the extensive hard-surfacing in front of the building.	C/Not eligible.
77	980 W. State	Lehi	1890	Classical other residence.	B/Eligible under Criterion A.
78	1000 W. State	Lehi	1920	Clipped gable bungalow cottage; alterations include the removal of the original porch details and the replacement of the historic windows.	C/Not eligible.
79	1985 N. 900 W.	Lehi	1940	Minimal Traditional residence; alterations include the rear addition and the use of slider windows.	C/Not eligible.
80	1024 W. State	Lehi	1955	Ranch/rambler house; alterations include a large side addition with a carport and garage attachment and replacement of the original windows. (Previously evaluated as part of Mountain View Corridor/Utah County).	C/Not eligible.
81	1060 W. State	Lehi	1940	Minimal Traditional residence.	B/Eligible under Criterion A.
82	1070 W. State	Lehi	1915	Minimal Traditional residence.	B/Eligible under Criterion A.
83	2200 N. 1100 W.	Lehi	1942	Industrial/manufacturing building (General Refractories) with no style.	B/Eligible under Criterion A.
84	2760 N. Frontage Road	Lehi	1960	UDOT maintenance shed of no style.	A/Eligible under Criteria A and C.
85	? Thanksgiving Way	Lehi	1930	Streamlined Moderne commercial building, now used for recreational vehicle sales.	A/Eligible under Criterion A and C.
86	4275 Thanksgiving Way	Lehi	1930	Commercial retail building of International style, in which wrought-iron goods and services are sold.	B/Eligible under Criteria A.

Ms. Haley documented 86 properties at the reconnaissance level. All the properties are located in Utah County. For the most part, the evaluation of the properties in the survey addresses primary buildings with related outbuildings. The survey also includes evaluations of four properties that are either a remnant of former commercial or agricultural establishments or the only building among several that meet the National Register eligibility for age. These properties include the following:

Site 1: 4545 W. 1200 S., Payson, used as a dairy farm.

Site 17: 572 W. 6800 S., Spanish Fork, former elevator of Anderson Lumber next to railroad alignment.

Site 30: 530 W. 2000 S., Provo, site of Brown-Minneapolis Tank, a steel manufacturing factory.

Site 31: 1271 W. University Parkway, Orem, former dairy farm that appears abandoned.

In addition, as described above, two additional properties were discovered in the project area that meet the age requirement. UDOT has thus evaluated 88 architectural properties in the project area. In terms of SHPO ratings for eligibility to the National Register of Historic Places, ten buildings were recommended as "A;" thirty-eight buildings were recommended as "B;" and the remaining forty buildings were recommended as "C." Site number 65, the Lehi Roller Mills, is the only site in the survey listed on the National Register of Historic Places.

The buildings in the survey area are predominantly residential. Seventy-three buildings, or 82 percent of the total surveyed, were constructed as single-family residences. Of these, 56 percent were constructed from 1940 to 1960. Forty-one houses fall within the stylistic categories associated with the war-time and post war years of Minimal Traditional, Early Ranch and Ranch/Rambler. Ten of the buildings are bungalows; the rest of the dwellings are evenly distributed between those with general classical references, and variants of Victorian and Period Cottage styles.

Non-residential buildings represent agricultural, commercial and industrial uses, and range from utilitarian outbuildings to intact examples of the Streamlined Moderne style. In the project area, examples of the non-residential buildings the consultant documented include warehouses, factory offices, service bay buildings associated with automotive repair, a Quonset hut, and the Lehi Roller Mills, which is listed on the National Register.

Taken as a whole, the buildings document the shift from an agrarian economy to one of pre- and post-war industrial uses, culminating in the suburban commercial and residential land-use patterns that characterize Utah County today.

The historic boundaries for the properties consist of the legal boundary for the parcel of land on which the building is located, based on current legal parcel descriptions provided by Utah and Salt Lake counties.

#### Finding of Effect of Proposed I-15 Corridor Improvements on Architectural Properties

In consultation with the Utah SHPO, the following criteria were used to evaluate effects of the project on historic properties: 1) No Effect – the ROW for the build alternative does not encroach on any part of the boundary defined for the historic property; 2) No Adverse Effect – the ROW for the build alternative is within the boundary of the historic property, but does not result in the acquisition of the historic property, and does not result in the alteration of any of the characteristics that qualify the property for the NRHP in a manner that would diminish any of the relevant aspects of integrity; 3) Adverse Effect – the ROW for the build alternative is within the boundary of the historic property, and

results in the acquisition of all or part of the historic property such that the characteristics that qualify it for the NRHP are altered in a manner that diminishes the integrity of the property.

Table 3 indicates the Finding of Effect of the proposed improvements on architectural properties surveyed within the project area. In the Central Utah County section (University Avenue Interchange to Pleasant Grove Interchange), UDOT is considering the following four alternatives:

- 1) Option A would include new frontage roads between the Provo Center Street and University Parkway interchanges and a new interchange at 800 South in Orem. West of I-15, 800 South would run southwesterly to a connection at Geneva Road, impacting the rear of the properties located on 800 South from I-15 to Geneva Road.
- 2) Option B would include new frontage roads and a flyover ramp would be constructed from southbound I-15 to eastbound University Parkway.
- 3) Option C includes a new interchange at 800 South in Orem. As with Option A, 800 South would run southwesterly to a connection at Geneva Road west of I-15, and would impact the rear of the properties located on 800 South from I-15 to Geneva Road.
- 4) Option D includes a flyover ramp from southbound I-15 to eastbound University Parkway.

The four options in the Central Utah County section have the potential to have different effects on sites 19 through 34.5.

In the North Utah County Section (Pleasant Grove Interchange to Salt Lake/Utah County Line), UDOT is considering reconstructing the interchange at Main Street in American Fork as a single point urban interchange (SPUI) or as a diamond interchange. Both options would have an adverse effect on Site 56 (360 W. 200 S.), and a minimal effect on Site 57 (104 Roosevelt).

**Table 3. Finding of Effect on Historical Properties within the I-15 Project Area.**

Map Number	Address	City	Nature of Impact	SHPO Rating/ Eligibility
01	4545 W. 11200 S.	Payson	No Historic Properties Affected.	C/Not eligible.
02	192 S. 800 W.	Payson	No Historic Properties Affected.	B/Eligible under Criteria A.
03	780 W. 100 S.	Payson	No Historic Properties Affected.	C/Not eligible.
04	750 W. 100 S.	Payson	No Historic Properties Affected.	B/Eligible under Criteria A.
05	737 W. Utah	Payson	No Historic Properties Affected.	C/Not eligible.
06	704 W. Utah	Payson	No Historic Properties Affected.	C/Not eligible.
07	652 W. Utah	Payson	No Historic Properties Affected.	C/Not eligible.
08	640 W. Utah	Payson	No Historic Properties Affected.	B/Eligible under Criteria A.

Map Number	Address	City	Nature of Impact	SHPO Rating/ Eligibility
09	103 N. 600 W.	Payson	No Historic Properties Affected.	C/Not eligible.
10	520 W. 300 N.	Payson	No Historic Properties Affected.	C/Not eligible.
11	467 W. 400 N.	Payson	No Historic Properties Affected.	C/Not eligible.
12	412 W. 400 N.	Payson	No Historic Properties Affected.	B/Eligible under Criteria A.
13	625 N. Main	Payson	No Historic Properties Affected.	B/Eligible under Criteria A.
14	8394 S. 2200 W.	Spanish Fork	No Historic Properties Affected.	C/Not eligible.
15	7658 S. 1600 W.	Spanish Fork	No Historic Properties Affected.	A/Eligible under Criteria A and C.
16	1378 W. 7300 S.	Spanish Fork	No Adverse Effect. Acquisition of 0.24 acre needed to widen roadway embankment; no contributing features would be impacted.	B/Eligible under Criterion A.
17	2572 W. 6800 S.	Spanish Fork	No Historic Properties Affected.	B/Eligible under Criterion A.
18	1116 S. 500 W.	Provo	No Historic Properties Affected.	C/Not eligible.
19	1100 S. 500 W.	Provo	No Adverse Effect. Acquisition of 0.006 acre needed for temporary construction easement for all options.	B/Eligible under Criterion A.
20	605 W. 1020 S.	Provo	No Historic Properties affected for all options.	B/Eligible under Criterion A.
21	627 S. 1100 W.	Provo	No Historic Properties affected for all options.	B/Eligible under Criterion A.
22	987 W. 600 S.	Provo	No Historic Properties affected for all options.	A/Eligible under Criteria A and C.
23	1000 W. 600 S.	Provo	No Historic Properties affected for all options.	C/Not eligible.
24	1200 W. Center	Provo	No Historic Properties Affected for all options. Project will be in a viaduct at this location, above the property. No work on the ground will impact building or property.	B/Eligible under Criterion A.
25	702 N. Geneva Road	Provo	No Adverse Effect. For options A and B, acquisition of 0.23 acre needed for permanent roadway widening. No Historic Properties affected for options C and D.	A/Eligible under Criteria A and C.
26	722 N. Geneva Road	Provo	No Historic Properties affected for all options.	B/Eligible under Criterion A.
27	768 N. Geneva Road	Provo	No Historic Properties affected for all options.	B/Eligible under Criterion A.
28	836 N. Geneva Road	Provo	No Adverse Effect. For options A and B, acquisition of 0.61 acre needed for permanent roadway widening embankment. No Adverse Effect. For options C and D, acquisition of 0.02 acre needed for permanent roadway widening embankment.	B/Eligible under Criterion A.
29	2367 W. 1700 N.	Provo	No Historic Properties affected for all options.	C/Not eligible.
30	530 W. 2000 S.	Provo	No Adverse Effect. For options A and B, acquisition of 0.67 acre needed for permanent roadway widening of 2000 North and 1740 North. No Historic Properties affected for options C and D.	B/Eligible under Criterion A.
31	1271 W. Univ. Parkway	Orem	No Historic Properties affected for all options.	B/Eligible under Criterion A.

Map Number	Address	City	Nature of Impact	SHPO Rating/ Eligibility
31.5	895 S. Geneva	Orem	No Adverse Effect. Options A and C will have an impact on the property, due to the connection of I-15 to Geneva Road between sites 31.5 and 32, but the options will not alter the site to make it ineligible. No Historic Properties Affected for Options B and D.	B/Eligible under Criterion A.
32	865 S. Geneva	Orem	No Adverse Effect. Options A and C will have an impact on the property, due to the connection of I-15 to Geneva Road between sites 31.5 and 32, but the options will not alter the site to make it ineligible. No Historic Properties Affected for Options B and D.	B/Eligible under Criterion A.
33	849 S. Geneva	Orem	No Historic Properties affected for all options.	B/Eligible under Criterion A.
34	1467 W. 800 S.	Orem	No Adverse Effect. Options A and C of require the acquisition of .14 acres at the rear of the parcel. No Historic Properties affected for options B and D.	B/Eligible under Criterion A.
34.5	1451 W. 800 S.	Orem	No Adverse Effect. Options A and C require the acquisition of .23 acres at the rear of the parcel. No Historic Properties Affected for Options B and D.	B/Eligible for Criterion A.
35	1261 W. 800 S.	Orem	No Historic Properties Affected.	C/Ineligible.
36	1260 W. 800 S.	Orem	Adverse Effect. Potential acquisition of primary building and property.	B/Eligible under Criterion A.
37	95 S. 1200 W.	Orem	No Historic Properties Affected.	C/Not eligible.
38	83 S. 1200 W.	Orem	No Historic Properties Affected.	C/Not eligible.
39	12 S. 1160 W.	Orem	No Adverse Effect. Acquisition of .009 acres for temporary construction and permanent reconstruction.	B/Eligible under Criterion A.
40	1090 W. Center	Orem	No Historic Properties Affected.	C/Not eligible.
41	895 N. 1200 W.	Orem	No Historic Properties Affected.	C/Not eligible.
42	901 N. 1200 W.	Orem	No Historic Properties Affected.	C/Not eligible.
43	1545 W. 800 N.	Orem	No Historic Properties Affected.	B/Eligible under Criterion A.
44	600 E. 620 S.	American Fork	No Historic Properties Affected.	C/Not eligible.
45	614 S. 330 E.	American Fork	No Historic Properties Affected.	C/Not eligible.
46	485 S. 100 E.	American Fork	No Historic Properties Affected.	B/Eligible under Criterion A.
47	440 S. 100 E.	American Fork	No Historic Properties Affected.	A/Eligible under Criteria A and C.
48	345 S. Center	American Fork	No Historic Properties Affected.	B/Eligible under Criterion A.
49	279 S. 100 W.	American Fork	No Historic Properties Affected.	C/Not eligible.
50	150 W. 300 S.	American Fork	Adverse Effect. Potential acquisition of primary building.	B/Eligible under Criteria A.
51	262 S. 100 W.	American Fork	No Historic Properties Affected.	B/Eligible under Criteria A.
52	252 S. 100 W.	American Fork	No Historic Properties Affected.	C/Not eligible.
53	238 S. 100 W.	American Fork	No Historic Properties Affected.	C/Not eligible.

Map Number	Address	City	Nature of Impact	SHPO Rating/ Eligibility
54	159 W. 200 S.	American Fork	No Historic Properties Affected.	A/Eligible under Criteria A and C.
55	187 W. 200 S.	American Fork	No Historic Properties Affected.	B/Eligible under Criteria A.
56	360 W. 200 S.	American Fork	Adverse Effect for option A. Potential acquisition of 0.36 acre of land needed for permanent widening of I-15 that would require acquisition of primary building.	B/Eligible under Criterion A.
			Adverse Effect for option B. Potential acquisition of 0.425 acre t needed for permanent widening of I-15 and proposed new frontage road that would require acquisition of primary building.	
57	104 Roosevelt	American Fork	No Adverse Effect for option A. Potential acquisition of 0.04 acre needed for temporary construction easement.	A/Eligible under Criteria A and C.
			No Adverse Effect for option B. Potential acquisition of 0.05 acre needed for temporary construction easement.	
58	447 Harrison Avenue	American Fork	No Historic Properties Affected.	B/Eligible under Criterion A.
59	6670 W. 7750 N.	American Fork	No Historic Properties Affected.	C/Not eligible.
60	7086 W. 7750 N.	Lehi?	No Historic Properties Affected.	C/Not eligible.
61	889 W. Main	American Fork	No Historic Properties Affected.	C/Not eligible.
62	1101 W. Main	American Fork	No Historic Properties Affected.	C/Not eligible.
63	1028 W. Main	American Fork	No Adverse Effect. For options A and B, acquisition of 1.12 acres needed for permanent widening of I-15.	B/Eligible under Criterion A.
64	1220 E. Main	Lehi	No Historic Properties Affected.	B/Eligible under Criterion A.
65	700 E. Main	Lehi	No Historic Properties Affected.	A/Listed under Criterion A and C.
66	250 N. 950 E.	Lehi	No Historic Properties Affected.	B/Eligible under Criterion A.
67	1000 E. State	Lehi	No Historic Properties Affected.	C/Not eligible.
68	725 E. 500 N.	Lehi	No Historic Properties Affected.	A/Eligible under Criteria A and C.
69	625 N. 700 E.	Lehi	No Historic Properties Affected.	C/Not eligible.
70	825 N. 400 E.	Lehi	No Historic Properties Affected.	B/Eligible under Criterion A.
71	880 N. 100 E.	Lehi	No Historic Properties Affected.	C/Not eligible.
72	816 W. State	Lehi	No Historic Properties Affected.	C/Not eligible.
73	802 W. State	Lehi	No Historic Properties Affected.	C/Not eligible.
74	830 W. State	Lehi	No Adverse Effect. Potential acquisition of 0.03 needed for permanent widening of I-15 and an additional 3,400 square feet needed for temporary construction.	B/Eligible under Criterion A.
75	850 W. State	Lehi	No Adverse Effect. Acquisition of 0.03 acre of land needed for permanent widening of I-15 and an additional 4,500 square feet needed for temporary construction.	B/Eligible under Criterion A.
76	894 W. State	Lehi	No Historic Properties Affected.	C/Not eligible.

Map Number	Address	City	Nature of Impact	SHPO Rating/ Eligibility
77	980 W. State	Lehi	No Adverse Effect. Acquisition of 0.085 acre needed for permanent widening of I-15 and an additional 10,500 square feet needed for temporary construction.	B/Eligible under Criterion A.
78	1000 W. State	Lehi	No Historic Properties Affected.	C/Not eligible.
79	1985 N. 900 W.	Lehi	No Historic Properties Affected.	C/Not eligible.
80	1024 W. State	Lehi	No Historic Properties Affected.	C/Not eligible.
81	1060 W. State	Lehi	No Adverse Effect. Acquisition of 0.02 acre of land needed for permanent widening of I-15 and interchange reconstruction.	B/Eligible under Criterion A.
82	1070 W. State	Lehi	No Adverse Effect. Acquisition of 0.023 acre of land needed for permanent widening of I-15 and interchange reconstruction.	B/Eligible under Criterion A.
83	2200 N. 1100 W.	Lehi	No Adverse Effect. Acquisition of 2.43 acres of land needed for relocation of existing frontage road and for permanent widening of 1200 West, will not affect structures.	B/Eligible under Criterion A.
84	2760 N. Frontage Road	Lehi	No Historic Properties Affected.	A/Eligible under Criteria A and C.
85	? 4175 Thanksgiving Way	Lehi	No Adverse Effect. Strip acquisition of 0.702 acre of land needed for permanent widening of I-15 and frontage road.	A/Eligible under Criterion A and C.
86	4275 Thanksgiving Way	Lehi	No Adverse Effect. Strip acquisition of 0.15 acre of land needed for permanent widening of I-15 and frontage road.	B/Eligible under Criteria A.

### **Archaeological Sites**

Jones and Stokes' Class III cultural resources inventory documented fifteen archaeological sites. Fourteen of the fifteen archaeological sites have been previously recorded. Twelve of the fifteen sites are determined eligible for the NRHP, and three are determined non-eligible. The non-eligible sites are summarized in Table 4. Each of them has been documented in the past and has been determined non-eligible through previous consultation.

**Table 4. Non-eligible sites within the project APE.**

Site Name (Number)	Condition	Eligibility
Bull River Ditch (42UT973)	Abandoned, piped in APE.	Previously recorded and determined not eligible in 1996.
Fox Ditch (42UT974)	Abandoned, piped in APE	Previously determined not eligible in 1996.
Matson Canal (42UT1553)	Open canal, truncated, and lacks integrity.	Previously determined not eligible in August 2007

Segments of the Bull River Ditch have been recorded a number of times, most recently in 2007 for an Environmental Assessment of improvements to SR-92. It has previously been determined not eligible, as it does not meet any criteria for eligibility for nomination to the NRHP, and lacks integrity in a number of regards.

The Fox Ditch was determined not eligible in 1996. It exists as an open ditch on either side of the freeway, but it is piped beneath the freeway through the entire APE.

A segment of the Matson Canal was recorded in 2007, for a study of interchange improvements at the south Springville interchange. It was determined not eligible for nomination to the NRHP under any criteria. That segment includes the entire segment documented as part of the I-15 inventory.

The remaining twelve sites have been determined eligible for nomination to the NRHP. These are presented in Table 5. All but one of these sites have been determined eligible through previous consultation. The exception is the West Union Canal (42UT1568), newly recorded for this project.

**Table 5. Eligible sites in the APE.**

<b>Site Name/Number</b>	<b>Eligibility; NHPA criteria</b>	<b>Effect Determination</b>
South Field Canal, (42UT935)	Eligible; A, C	No Adverse Effect. Will not alter character-defining features.
Murdock Canal (42UT947)	Eligible; A	No Adverse Effect. Segment already piped beneath I-15
Salt Lake and Western Railroad Grade (42UT948)	Eligible; A	No Adverse Effect, Non-contributing element will not be impacted under current plans.
D&RGWRR (42UT1101/SL293)	Eligible; A	No Adverse Effect Will not alter character-defining features
Utah Southern Railroad (42UT1029/SL344)	Eligible; A	Adverse Effect. Relocation likely necessary at Point of the Mountain.
Lake Bottom Canal, (42UT1032)	Eligible; A	Adverse Effect. Approximately two miles lie within APE. Will likely be relocated or placed in a culvert.
Mill Race Canal (42UT1485)	Eligible; A	No Adverse Effect. Will not alter character-defining features.
West Union Canal (42UT1568)	Eligible; A	No Adverse Effect. Will not alter character-defining features.
Provo Viaduct (D-413)	Eligible; A, C	Adverse Effect. Plans call for complete removal of viaduct.
Jordan & Salt Lake City Canal (42SL214)	Eligible; A	No Effect. Will not alter character-defining features.
East Jordan Canal (42SL290)	Eligible; A	No Adverse Effect. Will not alter character-defining features.
Draper Irrigation Canal (42SL350)	Eligible; A	No Adverse Effect. Segment piped beneath I-15



The I-15 reconstruction project will have an Adverse Effect on three of twelve historic properties (Table 5). This is true under any of the Central Utah County options described above. The three historic properties that will be adversely affected by the proposed action are:

- The Provo Viaduct
- The Lake Bottom Canal,
- And the Utah Southern/Union Pacific Railroad.

The Provo Viaduct will be completely torn down as part of the interchange reconstruction at Provo's Center Street. Approximately two miles of the Lake Bottom Canal will be adversely affected. Affected segments will have to be relocated, or placed into a pipe underneath the reconstructed freeway. Finally, a portion of the Utah Southern/Union Pacific Railroad rail line at the Point of the Mountain will likely have to be relocated.

The project will have No Adverse Effect on the remaining nine historic properties. Three of them are canals, and the only impact will be extending existing culverts. These are the Mill Race Canal, the West Union Canal, and the Jordan and Salt Lake City Canal. At the East Jordan Canal, work will include widening the bridge over the canal, but will not effect the canal itself. The Draper Irrigation Ditch and Murdock Canal are already piped beneath I-15, and this project will not alter these canals. The affected segment of the Salt Lake and Western Railroad Grade is a non-contributing element, and the project will not alter any character-defining elements or attributes. The project will also have No Adverse Effect on the South Field Canal, which runs beneath a concrete-slab bridge, and the Denver and Rio Grande Western Railroad.

### **Summary**

For archeological properties, the alternatives will have an Adverse Effect on three of twelve historic properties, including the Provo Viaduct, the Lake Bottom Canal, and the Utah Southern/Union Pacific rail line. This is true for each of the available construction options.

For architectural properties, the proposed improvements to I-15 in the subject area would require the acquisition of the following three properties, 1260 W. 800 S. in Orem (site 36); 150 W. 300 S. (site 50) and 360 W. 200 S. (site 56), both in American Fork. UDOT would need to acquire the properties regardless of the options discussed above for 800 South in Orem and the reconfiguration of the interchange at Main Street in American Fork. Table 6 summarizes the effects on architectural properties of the proposed options.

**Table 6. Summary of Effects of I-15 Improvements for 800 South (Orem) Options on Architectural Properties.**

Options under study for 800 S. in Orem	No Historic Properties Affected	No Adverse Effect	Adverse Effect
Option A	65	20	3
Option B	69	16	3
Option C	67	18	3
Option D	71	14	3

The affect on architectural properties for both options under consideration of the reconfiguration of the interchange at Main Street in American Fork would be the same: an adverse effect 360 W. 200 S. (site 50), and No Adverse Effect on 104 Roosevelt (site 56).

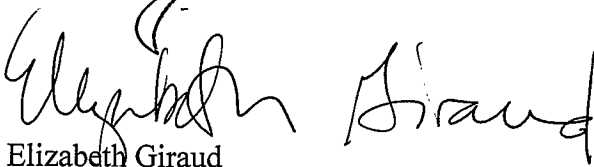
The UDOT finds that the I-15 widening and reconstruction project will result in an overall **Adverse Effect**.

Thank you for your review of this document. If you have any questions, please contact us at (801) 227-8062 ([jasonbright@utah.gov](mailto:jasonbright@utah.gov)) or 965-4917([egiraud@utah.gov](mailto:egiraud@utah.gov)).

Respectfully,



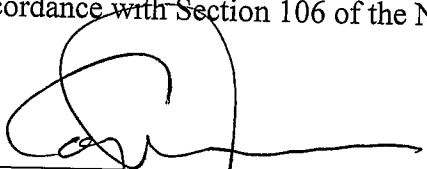
Jason Bright  
Region 3 NEPA/NHPA Specialist

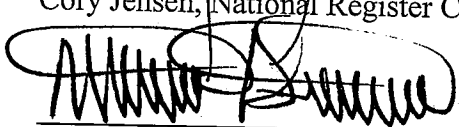


Elizabeth Giraud  
UDOT Architectural Historian

Enclosures

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I concur with the **determinations of eligibility and findings of effect** for UDOT Project No. IN-NH-15-6(149)245E; I-15 Reconstruction, 12300 South to South Payson Interchange; and with an overall finding that the project will have an **Adverse Effect**; in accordance with Section 106 of the NHPA and U.C.A. 9-8-404.

  
Cory Jensen, National Register Coordinator

  
Matthew Seddon, Deputy SHPO

\_\_\_\_\_  
Date

10/16/07  
Date

range ca. 1920-1955. There are multiple dumping mounds or refuse piles within the scatter, and there is likely a subsurface component to the site, which could not be documented during inventory. The site cannot be associated with particular events or people in the past, and does not represent any kind of architectural or engineering elements to suggest it was designed as part of a waste disposal system or process. As such the site is not eligible under criteria A, B or C. However the size and diversity of the site's artifact assemblage, coupled with likely subsurface deposits and a probable association with American Fork could contribute to a better understanding of local access to goods and economic conditions during the Great Depression and World War II. For these reasons Site 42UT1562 is determined eligible for nomination to the NRHP under criterion D.

*The Denver and Rio Grande Western Railroad* (42UT1125) has been recorded in the past, and the East-West Connector report documents two previously unrecorded segments. The site consists of the active railroad tracks and berm, with no historical features along any of the documented segments. The site has been previously determined eligible, and these contiguous segments retain enough integrity to be considered contributing elements.

#### Findings of Effect

The three options at American Fork Main Street have different potential effects on these archaeological sites. These are listed in Table 3, and addressed in detail below.

**Table 3. Determinations of Eligibility and Finding of Effect on Archaeological Properties in the Expanded Study Area.**

Site Number (Site Name)	Eligibility Determination	Option A Finding of Effect	Option B Finding of Effect	Option C Finding of Effect
42UT1125 (D&RGWRR)	Eligible under criteria A and C	No Adverse Effect. Option A includes a bridge to avoid the railroad.	No Adverse Effect. Option B proposes an at-grade crossing in one location (indicated by the red dot on Option B Figure), but will not alter any elements that contribute to the site's eligibility.	No Adverse Effect. Option C includes a bridge to avoid the railroad
42UT1561	Not eligible under any criteria	No Historic Properties Affected	No Historic Properties Affected	No Historic Properties Affected
42UT1562	Eligible under criterion D	No Historic Properties Affected. Site located outside the area of potential effect.	No Historic Properties Affected. Site located outside the area of potential effect.	No Historic Properties Affected. Site located outside the area of potential effect.

All three options intersect Site 42UT1125 (D&RGWRR), but Options A and C propose to build an overpass for these crossings, and design plans avoid impacting the railroad line itself. For this reason, UDOT finds the project will have **No Adverse Effect** on this historic property under these two options. Option B proposes an at-grade crossing of the

(Redwood Road) to the west. The East-West Connector would pass through the communities of American Fork, Lehi and Saratoga Springs. The cultural resources report for the East-West Connector, prepared by SWCA Environmental Consultants, examines the architectural properties and archaeological sites that could potentially be affected by both projects. Ten of the thirty-six architectural properties and three of the archaeological for the East-West Connector are addressed in this request for concurrence on eligibility and effect. Please refer to the cultural resource report submitted for the East-West Connector for a description of the sites discussed in this document.

## **Architectural Resources**

**Determination of Eligibility for Architectural Resources in the Expanded Study Area**  
UDOT's Determinations of Eligibility for architectural properties are addressed below. All of the properties in Table 1 have been recently evaluated or are under current review for I-15, the East-West Connector and the Mountain View Corridor projects.

**Table 1. Historic Buildings Documented within the I-15 Expanded Study Area.**

Address	City	Approx. Date Built	Description	SHPO Rating/ Eligibility			
				Evaluation of Property in Amended I-15 DOEFOE	Evaluations in Previous and Ongoing Cultural Resource Studies		
					I-15	East-West Connector	Mountain View Corridor
57 N. 1020 W	American Fork	1960	Ranch/Rambler residence	A/Eligible under Criterion A & C		X	
35 N. 1020 W	American Fork	1960	Ranch/Rambler residence	B/Eligible under Criterion A & C		X	
1028 W. Main	American Fork	1935	Period Revival Style residence	B/Eligible under Criterion A	X	X	X
1041 W. Main	American Fork	1942	WWII-Era Cottage residence	C/Ineligible		X	
889 W. Main	American Fork	1948	Quonset hut used for sound wall business.	C/Ineligible	X		
7122 W. 7750 N.	American Fork	1955	Ranch/Rambler residence	B/Eligible under Criteria A		X	X
7086 W. 7750 N.	American Fork	1947	Early Ranch residence	C/Ineligible	X	X	X
6670 W. 7750 N.	American Fork	1955	Early Ranch residence	C/Ineligible	X	X	
8040 N. Mill Pond	Lehi	1920	Brick warehouse	B/Eligible under Criteria A		X	
7491 W. Millpond	Lehi	1955	Ranch Rambler residence	C/Ineligible		X	X
7505 W. Millpond	Lehi	1930	Residence of undetermined style	C/Ineligible		X	X

07-1647



State of Utah

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

November 7, 2007

Dr. Matthew Seddon, Deputy State Historic Preservation Officer, and  
Mr. Cory Jensen, National Register Coordinator and Architectural Historian  
Utah Division of State History  
300 Rio Grande  
Salt Lake City, UT 84101-1182

RE: Improvements to I-15 from South Payson (Utah County) to 12300 South (Salt Lake County), Project No. IM-NH-15-6(149)245E. **Determination of Eligibility and Finding of Effect (DOE/FOE) for Additional Properties Pertaining to the American Fork Main Street Interchange, and Addendum to Previous Findings of Effect.**

Dear Dr. Seddon and Mr. Jensen:

The Federal Highway Administration (FHWA), and the Utah Department of Transportation (UDOT) propose to undertake improvements from South Payson in Utah County to 12300 South in Salt Lake County. UDOT has made an effort to consider the effects of this undertaking on any historic or archaeological resources that could be eligible for the National Register of Historic Places (NRHP), and to afford the Utah State Historic Preservation Office (USHPO) an opportunity to comment on the undertaking, as outlined in Section 106 of the National Historic Preservation Act of 1966, as amended, and U.C.A. 9-8-404.

UDOT submitted a request for review of eligibility of and finding of effect on 88 historic properties and 15 archeological sites related to the subject project on September 21, 2007, and received a response from SHPO on October 16, 2007. UDOT is now evaluating additional design options for a reconfigured interchange at Main Street in American Fork, and as a result the study limits have expanded. UDOT seeks concurrence from SHPO on the eligibility of properties identified in the expanded study limits and the potential effect of the various options associated with the American Fork Main Street Interchange. The various options are described herein and are illustrated on the enclosed maps.

UDOT is also currently studying several alternatives for a new alignment, known as the "Connector," from the American Fork Main Street Interchange to SR-68

NOV 8 - 2007

USHPO

Region Three Headquarters, 658 North 1500 West, Orem, Utah 84057  
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Eleven architectural properties are included in the table above. Four of these have already been included in the previous request for concurrence for the I-15 improvements. Out of the seven properties added to the study area pertaining to the American Fork Main Street interchange, one is rated as "A," three are rated as "B," and three are rated as "C." With the expansion of the study area for evaluation of the American Fork Main Street interchange, UDOT has evaluated a total of 95 architectural properties in the project area. In terms of SHPO ratings for eligibility to the National Register of Historic Places for the entire I-15 project, eleven buildings have been recommended as "A;" forty-five have been recommended as "B;" and the remaining thirty-nine buildings have been rated as "C."

The historic boundaries for the seven properties added to the study area consist of the legal boundary for the parcel of land on which the building is located. The exceptions include the following properties:

?8040 N. Millpond Road, Lehi: The boundaries for this property consist of the building only, as the surrounding land is non-contributing given current uses.

1100 W. Main Street, American Fork: The site boundaries for this property consist of the residence and the grassed/landscaped portions of the front and side yards.

#### Finding of Effect of Proposed American Fork Main Street Interchange on Architectural Properties in Expanded Study Area

UDOT is considering three options for the reconfigured interchange. The design for Option A is a diamond interchange, in which traffic would be directed to Main Street. All the improvements for Option A would be north of the existing Union Pacific Railroad line. Option B would be single-point urban interchange (SPUI), with a new roadway veering sharply to the southwest and continuing west along 7750 N. (known as 200 N. in Lehi). Traffic would be directed south of the rail line. Option C also consists of a SPUI design, in which traffic would be directed on a new road north of and parallel to the rail line, before crossing the rail line in a southwesterly direction about one-half mile west of I-15. Please refer to the enclosed maps for further detail.

**Table 2. Finding of Effect on Architectural Properties in the Expanded Study Area**

Site Number (Site Name)	Eligibility Determination	Option A Finding of Effect	Option B Finding of Effect	Option C Finding of Effect
57 N. 1020 W. American Fork	Eligible under criteria A	No Effect.	No Effect.	No Effect.
35 N. 1020 W.	Eligible under criteria A	Use of .015 acres of the 1-acre parcel; no impact to building. No Adverse Effect.	No Effect.	No Effect.
1028 W. Main	Eligible under criteria A	Use of 1.31 acres of the 18.7 acre parcel; no impact to building. No Adverse Effect.	No Effect.	No Effect.

889 W. Main	C/Ineligible	No Historic Properties Affected	No Historic Properties Affected	No Historic Properties Affected
1041 W. Main	C/Ineligible	No Historic Properties Affected	No Historic Properties Affected	No Historic Properties Affected
7110 W. 7150 N.	B/Eligible under Criteria A	No Effect.	Use of 1.58 acres of the 2.70 acre parcel; no impact to building and negligible impact to setting, feeling and association of property. No Adverse Effect.	No Effect.
7086 W. 7750 N.	C/Ineligible	No Historic Properties Affected	No Historic Properties Affected	No Historic Properties Affected
6677 W. 7750 N.	C/Ineligible	No Historic Properties Affected	No Historic Properties Affected	No Historic Properties Affected
8040 N. Millpond	B/Eligible under Criteria B	No Effect.	No Effect.	No Effect.
7491 W. Millpond	C/Ineligible	No Historic Properties Affected	No Historic Properties Affected	No Historic Properties Affected
7505 W. Millpond	C/Ineligible	No Historic Properties Affected	No Historic Properties Affected	No Historic Properties Affected

## Archaeological Resources in American Fork Main Street Expanded Study Area

### Determinations of Eligibility

The cultural resources report for the East-West Connector (Ellis 2007) includes all of the archaeological resources that may be impacted by proposed reconstruction of the American Fork Main Street Interchange. These are represented in the figures included in this letter. There are three archaeological sites identified in the East-West Connector inventory which could be affected by one or more of the proposed interchange options. These three sites are the Denver and Rio Grande Western Railroad (42UT1125), 42UT1561 and 42UT1562.

*Site 42UT1561* is an historic corral in an agricultural field, which may date to the 1930s. The corral includes a loading chute, three ramps, four feeding troughs, and a fence. The site lacks any other features or artifacts. The site cannot be associated with important historical people, and its construction uses common twentieth-century materials and reflects expedient, simple design. It has little potential for subsurface deposits, and is unlikely to yield information concerning 1930s building techniques. It is therefore determined that Site 42UT1561 does not meet any criteria for listing on the NRHP.

*42UT1562* is an historic trash dump that may be associated with the city of American Fork. The site is extensive, and contains thousands of artifacts, which indicate a date



railroad. Option B will not alter the railroad or diminish its historical integrity, and UDOT finds the project will have **No Adverse Effect** on this historic property under Option B as well.

Site 42UT1561 is not eligible for nomination to the National Register of Historic Places and therefore **No Historic Properties Affected** is the appropriate Finding of Effect for all options.

Site 42UT1562 is eligible, but will not be directly impacted by any of the three alternatives. It is close to the Area of Potential Effects, and is illustrated on the Option B image accompanying this DOE/FOE, because that option comes closest to the site. UDOT finds **No Historic Properties Affected** under any option for this site.

### **Amendments to Previous Findings of Effect**

In a previous DOE/FOE (October 16, 2007) UDOT presented findings of effect for fifteen archaeological resources. Two of these include the Lake Bottom Canal (42UT1032) and the Utah Southern Railroad (42UT1029). Both properties were found to be adversely effected by the proposed reconstruction of I-15. Since that time, new information and design changes have altered the project's effect on these two resources.

The original DOE/FOE stated that two miles of the Lake Bottom Canal would be affected by reconstruction. In fact, the construction of Provo/Orem Options A, B, C, and D will actually impact approximately 1,550, 1,775, 1,000, and 400 linear feet, respectively, of the canal by widening existing culverts or by enclosing portions of the canal in the right-of-way. Therefore, approximately one-third of a mile in this seven-mile canal will be impacted, not two miles as originally described. Widening the existing culverts or enclosing portions of the canal would not alter as a whole. Therefore, I-15 reconstruction will have **No Adverse Effect** on the character-defining features of the site that contribute to its eligibility for listing on the NRHP under criterion A. .

The original DOE/FOE also stated that a portion of the Utah Southern Railroad at Point of the Mountain would be relocated by the project. It is now possible to describe the amount of impact in greater detail. I-15 crosses the rail line either at-grade or at grade-separated crossings in five locations, and in seven locations auxiliary roads cross the rail line. Based on construction of Provo/Orem Options A, B, C, and D, these crossings will affect 1,425, 1,150, 1,125, and 900 feet, respectively, of the rail line. In addition, 1,700 feet of the rail line near Point of the Mountain will be affected. Therefore, a maximum of 3,125 feet will be impacted by I-15 reconstruction. This represents a small portion of the entire site. Moreover, the particular sections within the APE have been improved, replacing much of the original construction material. Improving the existing crossings or constructing new crossings, at-grade or grade-separated, would not diminish the qualities that qualify the rail line for listing on the NRHP under Criterion A. The primary contributing elements of the rail line as a whole, will not be affected. Therefore, the project will result in **No Adverse Effect** on site 42UT1029.

The original DOE/FOE also stated that 1260 West 800 South in Orem will be adversely impacted by all four design options in the Provo-Orem area. Since that time, design plans have been able to avoid demolishing the building in two options, and have removed a planned detention basin from all options. As a result of these changes only Option A and Option C will result in an **Adverse Effect**. Options B and D will completely avoid the property and building, so there will be **No Effect** on this property if UDOT pursues either Option B or D.

### Summary

The impact of the three options on architectural properties eligible for the National Register associated with the proposed American Fork Main Street Interchange is summarized below in Table 4.

**Table 4. Summary of Effects on Eligible Architectural Properties in Expanded Study Area (American Fork Main Street Interchange).**

Option	No Effect	No Adverse Effect	Adverse Effect
Option A	3	2	0
Option B	4	1	0
Option C	5	0	0

For archaeological properties, of the two additional archaeological sites identified in the expanded study area as potentially eligible for the National Register, UDOT finds No Effect for all of the options on Site 42UT1562, and that all of the options will have No Adverse Effect on Site 42UT1125.

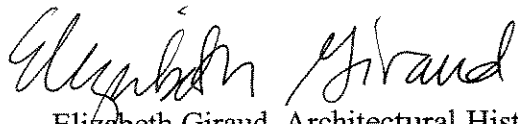
In the previous request for concurrence, UDOT found that the proposed improvements to I-15 would have an adverse effect because of the acquisition of 150 W. 300 S. and 360 W. 200 S., both in American Fork. The necessity for the acquisition of these sites has not changed. Regarding the previous finding of adverse effect for all options pertaining to the proposed improvements to 800 South in Orem, UDOT finds that an adverse effect on 1260 W. 800 S. would occur only if Options B or D are implemented. Despite recent efforts to avoid the Provo Viaduct, UDOT has determined that the proposed improvements to I-15 will require the removal of this bridge, thus causing an Adverse Effect to this property. Overall, UDOT finds that the proposed I-15 project will have an Adverse Effect.

Thank you for your review of this document, and if you have questions please contact us at (801) 227-8062 ([jasonbright@utah.gov](mailto:jasonbright@utah.gov)) or (801) 965-4917 ([egiraud@utah.gov](mailto:egiraud@utah.gov)).

Respectfully,



Jason Bright, NEPA/NHPA Specialist  
UDOT Region 3 Environmental

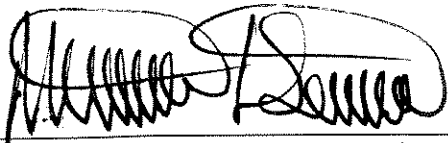


Elizabeth Giraud, Architectural Historian  
UDOT Central Environmental

cc: Merrell Jolley/UDOT/R3

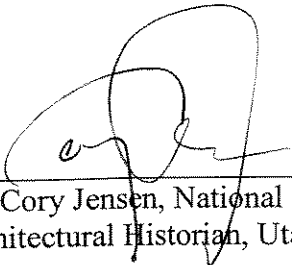
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I concur with the amendments to determinations of eligibility and findings of effect for UDOT Project No. IN-NH-15-6(149)245E; I-15 Reconstruction, South Payson Interchange in Utah County to 12300 South in Salt Lake County; and with an overall finding that the project will have an **Adverse Effect**; in accordance with Section 106 of the NHPA and U.C.A. 9-8-404.



Dr. Matthew Seddon, Deputy Utah SHPO

11/15/07  
Date



Mr. Cory Jensen, National Register Coordinator and  
Architectural Historian, Utah SHPO

11-15-07  
Date



State of Utah

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

07-1647

March 26, 2008

Dr. Matthew Seddon, Deputy State Historic Preservation Officer, and  
Mr. Cory Jensen, National Register Coordinator and Architectural Historian  
Utah Division of State History  
300 Rio Grande  
Salt Lake City, Utah 84101-1182

RE: Case No. 07-1647  
UDOT Project No. IN-NH-15-6(149)245E; I-15 Reconstruction, South Payson Interchange to  
12300 South, Utah County, Utah.  
***Third Addendum Determination of Eligibility and Finding of Effect.***

Dear Dr. Seddon and Mr. Jensen:

The Federal Highway Administration (FHWA), and the Utah Department of Transportation (UDOT) are preparing to undertake the subject federal-aid project. The project proposes to widen and reconstruct I-15 from the South Payson interchange in Utah County to the 12300 South interchange in Salt Lake County.

In accordance with Section 106 of the National Historic Preservation Act of 1966, as amended, 16 U.S.C. §470 et seq., and Utah Code Annotated (U.C.A.) §9-8-404, the FHWA, in partnership with the UDOT, is taking into account the effects of this undertaking on historic properties, which could be eligible for the State or National registers, located within the project Area of Potential Effect (APE) and to afford the Utah State Historic Preservation Office (USHPO) an opportunity to comment on the undertaking and its effects. Additionally, this submission is in compliance with Section 4(f) of the Department of Transportation Act of 1966, 23 U.S.C. § 138 (as amended) and 49 U.S.C. § 303 (as amended).

This letter serves as an addendum to previously submitted Determinations of Eligibility and Findings of Effect for the subject project, and contains revised and additional Determinations of Eligibility and Findings of Effect (for both Section 106 and Section 4(f)) for all historic properties eligible for inclusion on the National Register of Historic Places (NRHP) located within the APE for this project.

**Received**

**APR 7 - 2008**

**USHPO**

A-88

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June 2008

Project design changes to the original APE required additional pedestrian survey for archaeological resources as these additional areas were not covered by the original survey. These additional areas were surveyed by Jason Bright of Parsons Brinkerhoff in conjunction with Jones & Stokes Environmental Consultants. Complete results are reported in the enclosed letter report, dated March 26, 2008. No additional archaeological sites were identified during this survey. Therefore, the finding of effect for these areas is **No Historic Properties Affected** and there are no Section 4(f) uses.

This letter also serves as an update to two previously recorded architectural properties. Additional research on these properties resulted in changes to the previously submitted Determinations of Eligibility and the Findings of Effect for which the Utah SHPO has already concurred. UDOT requested Jones & Stokes Environmental Consultants, the firm that produced the reconnaissance-level report and surveyed the majority of the project area, investigate the history and development of two properties: 1260 West 800 South and 12 South 1160 West, both in Orem. The consultants prepared Intensive Level Site (ILS) forms for each property (enclosed). Based on the research presented in the ILS documentation, UDOT has re-evaluated both buildings, revising the previous SHPO ratings of **B/Eligible** to **C/Not eligible** for both properties, meaning that they are of the historic period but do not meet the National Register criterion for eligibility.

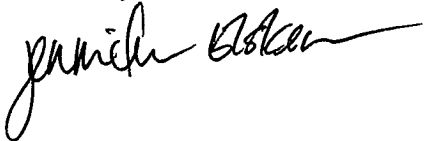
Aerial maps and other primary data, such as title reports, indicate that the small agricultural building at 1260 West 800 South was either constructed or moved to its present location at the end of, or after, the historic period ending in 1963. Research did not reveal any connection with a more extensive farmstead or previous development associated with the site. Broadly stated, the consultants and UDOT staff could not locate evidence that presented a clear and direct association with any obvious historic or architectural theme. In the DOEFOE submitted by UDOT to SHPO dated October 11, 2007, UDOT found that the nature of the impact for this building would be an adverse effect. With the revised Determination of Eligibility, UDOT is revising its Finding of Effect to **No Historic Properties Affected** for this property.

In preparation of the ILS for 12 South 1160 West, a Minimal Traditional residence constructed in 1950, Jones & Stokes and UDOT staff found that numerous alterations have been made to the house to the extent that it no longer conveys its significance with post-war development in Orem, and that alterations to the house have compromised it as an example of Minimal Traditional domestic architecture. In the DOEFOE submitted by UDOT to SHPO dated October 11, 2007, UDOT found that the nature of the impact for this building would be no adverse effect. With the revised Determination of Eligibility, UDOT is revising its Finding of Effect to **No Historic Properties Affected** for this property.

There are no other changes to the previously submitted Determinations of Eligibility and the Findings of Effect for which the Utah SHPO has already concurred. Because the proposed undertaking requires the acquisition of 150 West 300 South, American Fork; 360 West 200 South, American Fork; and the Provo Center Street Viaduct (D-413), the Finding of Effect for the project as a whole remains as **Adverse Effect**.

Please review this document and, providing you agree with the findings contained herein, sign and date the signature line at the end of this letter. Should you have any questions or need additional information, please feel free to contact us at (801) 227-8062 ([jelsken@utah.gov](mailto:jelsken@utah.gov)) or (801) 965-4917 ([egiraud@utah.gov](mailto:egiraud@utah.gov)).

Sincerely,



Jennifer Elsen  
NEPA/NHPA Specialist  
UDOT Region 3

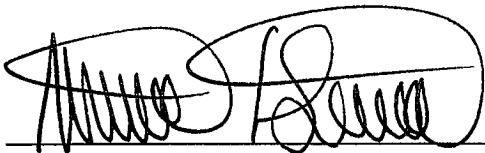
Elizabeth Giraud  
Architectural Historian  
UDOT

Enclosures

cc: Merrell Jolley, UDOT Region 3  
Rich Crosland, UDOT Region 3

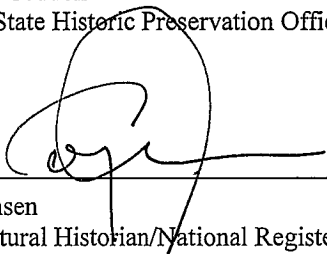
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Regarding UDOT Project No. IN-NH-15-6(149)245E; I-15 Reconstruction, South Payson Interchange to 12300 South, Utah County, Utah, I concur with the finding of effect, submitted to the Utah State Historic Preservation Office in accordance with Section 106 of the NHPA and U.C.A. 9-8-404, which states that the UDOT has determined that the finding of effect for newly surveyed areas is **No Historic Properties Affected**. I concur with the revised Determinations of Eligibility and Findings of Effect for the properties located at 1260 West 800 South (Orem) and 12 South 1160 West (Orem) which states that the UDOT has re-evaluated these properties from **Eligible** to **Not eligible**, resulting in a finding of **No Historic Properties Affected**. The finding for the project as a whole remains as **Adverse Effect**.



Matthew Seddon  
Deputy State Historic Preservation Officer

4/3/08  
Date



Cory Jensen  
Architectural Historian/National Register & Survey Coordinator

4/3/08  
Date



AR PCS  
22707A

November 30, 2004

Mr. David C. Gibbs, P. E.  
Division Administrator  
Utah Division  
Federal Highway Administration  
2520 W. 4700 S., Suite 9A  
Salt Lake City, UT 84118-1847

Dear Mr. Gibbs

We have received your letter dated October 18, 2004, which describes the I-15 corridor EIS, Utah County – Salt Lake County Environmental Impact Statement and requesting Utah Transit Authority be a formal Cooperating Agency. We appreciate the request and are pleased to agree to be a Cooperating Agency. Public transit alternatives currently provide significant capacity in congested corridors of the metropolitan area and need to be included in the mix of alternatives considered. The Transit Authority readily commits staff resources to the project to provide technical expertise and information as well as document review.

Utah Transit Authority has been involved developing a work scope for the project which ensures the requirements of transit alternatives are met. We have recently agreed with UDOT to contribute funds to the EIS and are in the process of signing an agreement to formalize our participation. The scoping process has identified a strong desire to see transit options including commuter rail studied.

We are pleased to be part of the Study and to provide the resources necessary to fulfill the requirements of a cooperating agency. If we can provide any further information or assistance please contact me at 801-287-2135.

Sincerely,

A handwritten signature in cursive script that reads "Mick Crandall".

Mick Crandall  
Deputy Chief for Planning and Programming

Cc: Merrell Jolley, UDOT

UTAH TRANSIT AUTHORITY

Friday, April 06, 2007

Carlos Braceras  
Deputy Director  
Utah Department of Transportation  
4501 South 2700 West  
Mail Stop 141200  
Salt Lake City, UT 84114-1200

RE: Separation of Environmental Documents for I-15 and Commuter Rail

Carlos,

This letter is being submitted to your office in order to document the recent decision by the Utah Transit Authority (UTA) and UDOT to split the I-15 Environmental Impact Study document into two separate documents. One document will proceed to complete the I-15 Final Environmental Impact Study and the other will proceed as an independent Environmental Study Report, following UTA environmental procedures. We fully expect UTA and UDOT to continue cooperatively through the publication of each of our respective documents.

Since the summer of 2004 UDOT and UTA have been working jointly to pursue a NEPA Draft Environmental Impact Statement (DEIS) that would examine both transit and highway solutions to provide improved mobility in the I-15 Corridor through Utah and south Salt Lake counties. I want to express my genuine pleasure at the success that UDOT and UTA have enjoyed over the last few years in partnering on this project as well as other large corridor analyses, in particular the Mountain View Corridor. I believe that this arrangement of evaluating transportation solutions together is the best strategy for the future of the Wasatch Front.

At the time that we initiated the study there was also some discussion about when in fact the transit and highway portions of the environmental document would separate, at the end of the DEIS or FEIS. In order for each agency to reach an FEIS in a timely manner, the decision was jointly made to keep the transit and highway environmental analysis together until the end of the DEIS.

In November 2006, a ballot referendum was presented to the voters asking them to approve a ¼ cent addition to the sales tax for funding transportation improvements including roads and transit. In Utah County the ballot language explicitly stated that 87% of the ¼ cent increase was to be used to fund the construction of a commuter rail line. The ballot initiative was successful in both Salt Lake and Utah Counties by almost a 2/3 vote.

As a result of that vote, UTA made a decision that commuter rail from Provo to Salt Lake City would be built as a locally funded project, with UTA's goal to be completed before I-15 reconstruction would begin.



UTA has completed guidance for preparing an *Environmental Study Report* (ESR) for locally funded transit projects. With this guidance in place and much of the environmental work completed for the I-15 EIS, UTA will complete the remaining environmental evaluation work and publish the results in an ESR and proceed with design and construction as a locally funded project.

This letter is recognition and confirmation of the decision that has been made by UTA and UDOT to separate the documents at this point in time to expedite construction of Provo to Salt Lake FrontRunner.

Please feel free to contact me with further questions regarding this issue.

Respectfully,



Michael Allegra  
Chief Capital Development Officer

Cc: Merrell Jolley  
Dave Nazare  
Greg Punske  
Walter "Butch" Waidelich

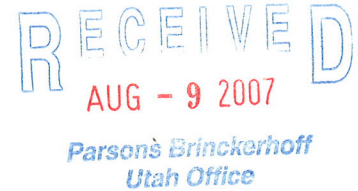
The City of  
Provo, Utah



Lewis K. Billings  
Mayor

August 1, 2007

I-15 Corridor EIS  
c/o Parsons Brinckerhoff  
488 E. Winchester Street, Suite 400  
Murray, UT 84107



Dear I-15 Project Team:

The City of Provo has adopted the attached resolutions expressing the City's official position on the I-15 Environmental Impact Statement draft. One resolution deals specifically with the I-15 corridor through Provo; the other deals with the widening of Geneva Road and a proposed alternative that would include a reliever corridor further west in Provo.

We appreciate the opportunity to comment on this process and for the depth of analysis that has been done. Should you have any questions about these resolutions or the City's position, please don't hesitate to contact us.

Sincerely,

PROVO CITY MAYOR'S OFFICE



Lewis K. Billings  
Mayor

cc    Municipal Council  
      W. Parker  
      M. Bingham  
      G. McGinn  
      N. Jones

351 West Center Street

P.O. Box 1849

Provo, Utah 84603

(801) 852-6100

FAX: (801) 852-6107

[www.provo.org](http://www.provo.org)



# RESOLUTION 2007- 65

## SHORT TITLE:


A RESOLUTION SUPPORTING THE WIDENING OF I-15, A FRONTAGE ROAD SYSTEM, AND A SINGLE POINT URBAN INTERCHANGE AT PROVO'S CENTER STREET AND I-15.

## PASSAGE BY MUNICIPAL COUNCIL

### ROLL CALL

DISTRICT	NAME	MOTION	SECOND	FOR	AGAINST	OTHER
CW 1	GEORGE O. STEWART			✓		
CW 2	STEVEN C. TURLEY	✓		✓		
CD 1	CYNTHIA R. DAYTON		✓	✓		
CD 2	CYNTHIA J. CLARK			✓		
CD 3	MIDGE JOHNSON			✓		
CD 4	BARBARA SANDSTROM			✓		
CD 5	CINDY L. RICHARDS			✓		
TOTALS				7	0	0

This resolution was passed by the Municipal Council of Provo City, on the 17 day  
of July, 2007 on a roll call vote as described above. Signed this 17 day  
of July, 2007.



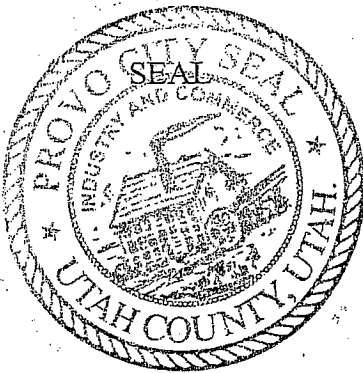
Chair

  
Mayor

RESOLUTION 2007- 65

CITY RECORDER'S CERTIFICATE AND ATTEST

This Resolution was recorded in the office of the Provo City Recorder on the 30  
day of July, 2007.  
I hereby certify and attest that the foregoing constitutes a true and accurate record of  
proceedings with respect to Resolution Number 2007- 65.



Signed this 30 day of July, 2007.

Laticia Grosbeck  
City Recorder

RESOLUTION 2007-65.

A RESOLUTION SUPPORTING THE WIDENING OF I-15, A FRONTAGE ROAD SYSTEM, AND A SINGLE POINT URBAN INTERCHANGE AT PROVO'S CENTER STREET AND I-15.

WHEREAS, the explosive population growth that has occurred in Provo and Utah County and the prospect of yet further growth in both population and vehicle miles traveled has created a demand for additional transportation capacity; and,

WHEREAS, the Utah Department of Transportation, the Utah Transit Authority, and the Mountainland Association of Governments are conducting an environmental impact study ("EIS") of the Interstate 15 ("I-15") corridor from the southern part of Salt Lake County through central Utah County to identify and evaluate options for increasing transportation capacity through expanded vehicle and transit corridors; and,

WHEREAS, the cities of Provo and Orem have worked closely together and with the EIS study team to coordinate the cities' common interests in providing enhanced corridors and improved access while still protecting the integrity of neighborhoods impacted by these corridors; and,

WHEREAS, Provo City's General Plan and Transportation Plan components contemplate choices that not only enhance traffic flow and promote an intermodal approach to transportation, but also respect the need to unify our community rather than divide it; and,

WHEREAS, the City has long supported the concept of a frontage road or collector-distributor system to provide adequate access to the Interstate without creating additional traditional interchanges through Provo which would disrupt existing neighborhoods and push traffic through residential streets near the Interstate.

NOW THEREFORE, be it resolved by the Municipal Council and Mayor of Provo City, Utah, as follows:

PART I:

1. The City of Provo supports the adoption by the Utah Department of Transportation of a plan that widens Interstate 15 through Provo to five lanes in each direction, including a high occupancy vehicle lane.

2. The City of Provo supports the concept of a frontage road system north of the Provo Center Street interchange to the University Parkway interchange in Orem to enhance access to the Interstate, while at the same time minimizing the impact of enhanced traffic capacity on neighborhoods near the Interstate. A frontage road system would contribute directly to accomplishing the purposes of the City's General Plan and Transportation Plan and should allow very limited access with no new roads or driveways accessing it after construction.

5 3. The City of Provo supports the installation of a Single Point Urban Interchange ("SPUI")  
47 concept at the I-15/Provo Center Street interchange to facilitate traffic movement in all directions  
48 at this location. The SPUI option will be a better option than the diamond interchange proposed by  
49 UDOT and will offer greater capacity to handle increased traffic now and in the future.  
50

51 PART II:  
52

53 This resolution shall take effect immediately.  
54

55 END OF RESOLUTION.

May 1, 2008

Mr. Max Mitchell  
Assistant Director/Parks  
The City of Provo, Parks Division  
1430 South 350 East  
P.O. Box 1849  
Provo, UT 84603-1849

RE: Temporary occupancy of the Provo River Parkway Trail

Dear Mr. Mitchell;

The Federal Highway Administration and the Utah Department of Transportation propose to reconstruct much of Interstate 15 through Utah County. Part of that reconstruction includes replacing the bridges over the Provo River and the Provo River Parkway Trail, which is a public recreation facility. Section 4(f) of the U.S. Department of Transportation Act of 1966 requires that we disclose our temporary construction impacts at the Trail, and have written concurrence that you understand the project, and that it will not have a permanent adverse effect to the Trail.

Replacing the I-15 bridges over the Provo River will require brief use of the Provo River Parkway Trail at approximately 400 North in Provo. Section 4(f) of the U.S. Department of Transportation Act (1966) and 23 CFR 774.17 define “use” as *permanently* incorporating land into a transportation facility, in this case I-15. Because the proposed work to replace the I-15 bridges at the Provo River Parkway Trail will not permanently incorporate any land into a transportation facility, it will not constitute a use.

Instead, the proposed work constitutes a “temporary occupancy,” of the trail. A temporary occupancy has the following characteristics (23 CFR 774.13):

- 1) Duration must be temporary (i.e., less than the time needed for construction of the project), and there should be no change in ownership of the land;
- 2) Scope of work must be minor (i.e., both the nature and magnitude of the changes to the Section 4(f) resource are minimal);
- 3) There are no anticipated permanent adverse physical impacts, nor will there be interference with the activities or purpose of the resource, on either a temporary or permanent basis;

- 4) The land being used must be restored fully to a condition that is at least as good as that which existed prior to the proposed project; and
- 5) There must be documented agreement with the appropriate Federal, State, or local officials having jurisdiction over the resource regarding the above conditions.

At this location, the trail and Provo River cross beneath I-15, with the trail on the south bank of the river. Recreational use of the existing trail at this location will be interrupted on a temporary basis, only during reconstruction of the I-15 bridges (Item #1 above).

Impacts on the trail are expected to be minor and would affect only a short segment, approximately 125 to 150 feet of the 15-mile-long trail (Item #2 above). The section of Provo River Parkway Trail directly beneath I-15 would not be accessible during the reconstruction and widening of the bridges that span the trail.

For that reason, a detour will be available for trail users at all times during this period to ensure uninterrupted use of the trail (Item #3 above). Illustrations of the potential detour routes are attached. Potential detour routes for trail users to cross the I-15 corridor and railroad tracks include 820 North or Center Street in Provo. On the east side of I-15, the detours would start where Independence Avenue currently crosses the Provo River. West of I-15, they would connect at the Geneva Road Trailhead, also an access point for the Provo River Parkway Trail. In either case, signs will be posted along the trail to inform users of the detour schedules and routes. The proposed detour would allow for uninterrupted use of the trail during construction; it would not affect enjoyment of the trail or adversely affect the activities, features, or attributes that qualify the trail for protection under Section 4(f).

After construction has been completed, the trail will be restored to its original condition or better, and access to this section of the trail will be restored (Item #4 above). Currently, we have cleared enough room for a 14-foot wide trail, an improvement over the existing trail.

These measures satisfy items 1-4 of a temporary occupancy. The fifth item requires agreement by the trail official stating agreement with items 1-4, as outlined in the measures described here.

If you have any comments or questions, please feel free to contact me at (801) 288-3248 or [bright@pbworld.com](mailto:bright@pbworld.com).

Sincerely,

  
Jason Bright

---

Regarding the reconstruction of I-15 over the Provo River Parkway Trail, I concur that the project, as described above, will conform with items 1 through 4.

  
Max Mitchell, Assistant Director/Parks

Date: 1 May 2008



RESOLUTION NO. R-07-0025

A RESOLUTION OF THE OREM CITY COUNCIL ADOPTING  
UTAH DEPARTMENT OF TRANSPORTATION'S I-15  
OPTION "A" CONCEPT WITH MINOR AMENDMENTS AS  
PART OF THE CITY TRANSPORTATION MASTER PLAN

WHEREAS recorded and projected growth in the City of Orem and in Utah County has created the need for several transportation improvements in the city which are not identified in the City's Transportation Master Plan; and

WHEREAS Utah Department of Transportation (UDOT) held a public meeting in the City of Orem on May 9, 2007, and gained public support for I-15 Option "A" improvements which include an 800 South Interchange and I-15 frontage roads from University Parkway southward into Provo as shown in Exhibit "A" which is attached hereto and by reference is made part hereof; and

WHEREAS the City Transportation Advisory Commission recommends adopting Option "A" as part of the City Transportation Master Plan with minor changes; and

WHEREAS the changes to Option "A" described above are shown in Exhibit "B" which is attached hereto and by reference is made a part hereof.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF OREM, UTAH, as follows:

1. The City of Orem hereby adopts UDOT's Option "A" concept for I-15 Improvements with the amendments described below and shown in Exhibit "B" as part of the City Transportation Master Plan.

a. An alternate alignment for the 800 South Interchange Road west of I-15 to maximize transit oriented development that will complement the future Intermodal Center.

b. Separate pedestrian and bike paths on the new 800 South Interchange Road to provide good service to the transit oriented development and the Intermodal Center.

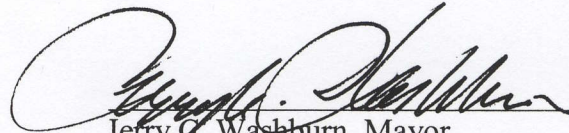
2. This resolution will take effect immediately upon passage.

3. All other resolutions, ordinances, and policies in conflict herewith, either in whole or in part, are hereby repealed.

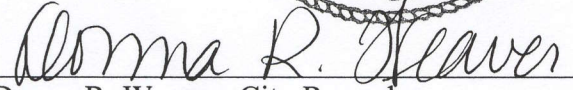
PASSED and APPRIoved this 26<sup>th</sup> day of June 2007.





  
Jerry C. Washburn, Mayor

ATTEST:

  
Donna R. Weaver, City Recorder

COUNCIL MEMBERS VOTING "AYE"

Margaret Black  
Les Campbell  
Dean Dickerson  
Karen McCandless  
Mark Seastrand  
Shiree Thurston  
Jerry C. Washburn

COUNCIL MEMBERS VOTING "NAY"

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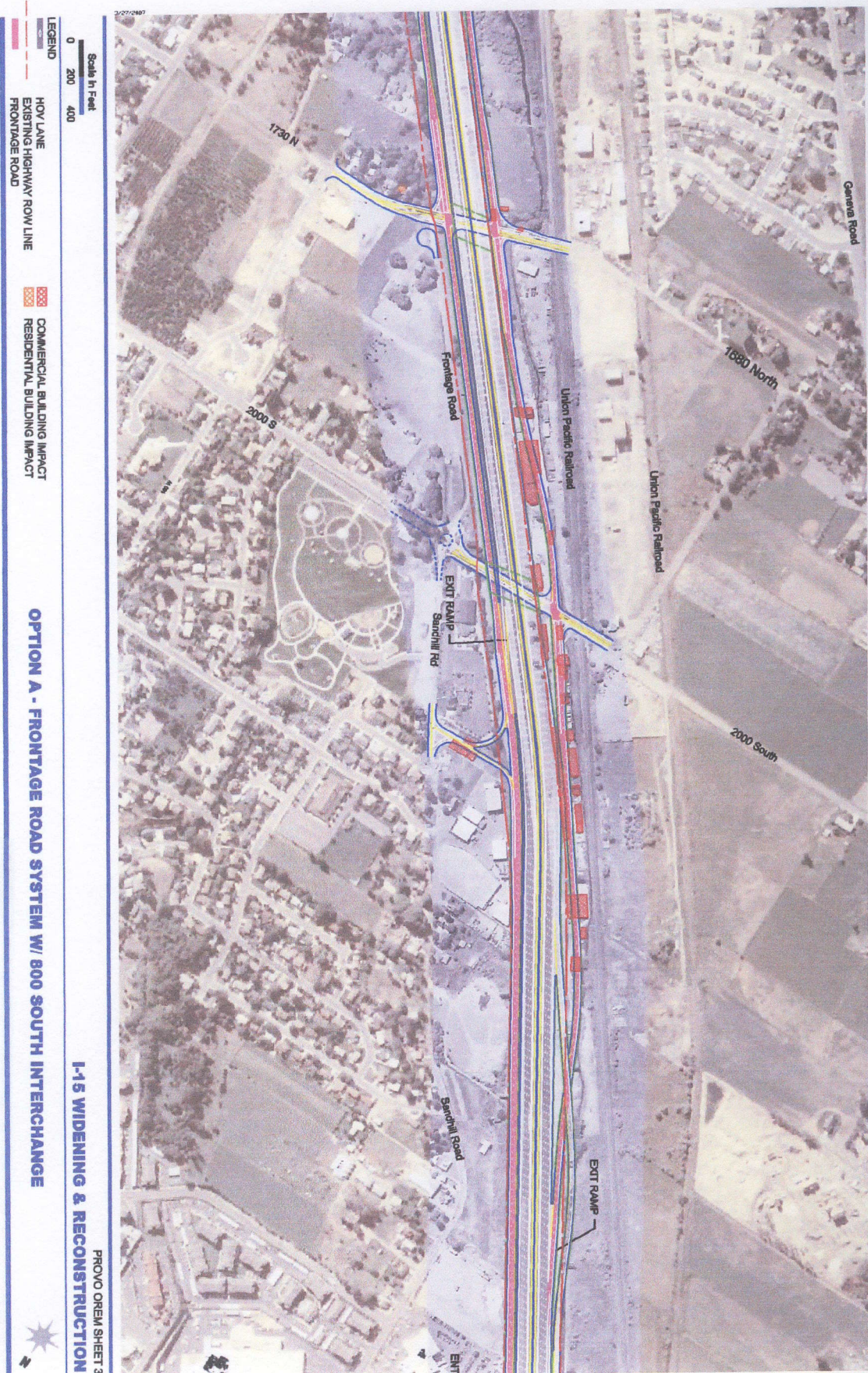
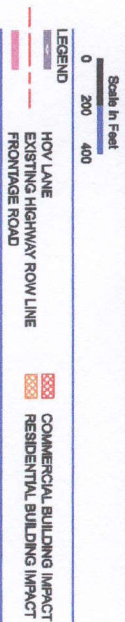


Exhibit "A" (1 of 2)





PROVO OREM SHEET 4  
I-15 WIDENING & RECONSTRUCTION



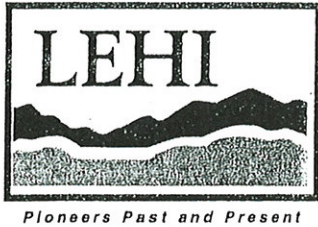
OPTION A - FRONTAGE ROAD SYSTEM W/ 800 SOUTH INTERCHANGE

Exhibit "A" (2 of 2)









153 North 100 East • P.O. Box 255 • Lehi, Utah 84043 - 1895  
768-7100 • Fax: 768-7101

22707A 5.4.7  
6.1.5  
6.2.5  
AR PC 3  
AR PC 4  
  
RECEIVED  
FEB 13 2007

Parsons Brinckerhoff  
Utah Office

February 5, 2007

Mr. John Njord, P.E.  
Executive Director  
Utah Department of Transportation  
4501 South 2700 West  
Mailstop 141200  
Salt Lake City, UT 84114-1200

Dear Mr. Njord:

We are writing to reaffirm Lehi City's request to construct an additional freeway interchange along Interstate 15, at approximately mile marker 285, north of the existing Alpine/Highland interchange.

As you are well aware, northern Utah County has experienced tremendous residential, commercial and industrial growth in the past few years, overloading existing road infrastructure and serving as a source of great frustration to many who drive, live and work in this part of Utah Valley. We very much appreciate the efforts of the Utah Department of Transportation's (UDOT) "I-15 Project Team," as well as the "SR 92 Project Team" in working to improve state road infrastructure in Lehi; however, we feel that without an additional interchange along I-15 in Lehi, UDOT's efforts will ultimately fail. At present, the existing Alpine/Highland interchange is operating beyond capacity and growth in the area will further compound the problem without an additional interchange at approximately mile marker 285.


For your information, in the last few months, Lehi City has received numerous inquiries from land owners who have plans to develop property along the I-15 corridor in Lehi. Such developments include (1) the Utah Transit Authority's (UTA) plan to build a commuter rail stop at Thanksgiving Point accommodating up to 1,200 parked cars daily, (2) more than one million square feet of commercial office space, (3) approximately two million square feet of retail space, and (4) more than 3,000 residential housing units. These numbers do not include already approved developments, such as Traverse Mountain.

As a community, we remain committed to working with UDOT, Mountainland Association of Governments (MAG) and Utah County in addressing regional and local transportation needs. Moreover, we believe it is imperative that an additional access point to I-15, north of the Alpine/Highland interchange, be part of the solution.

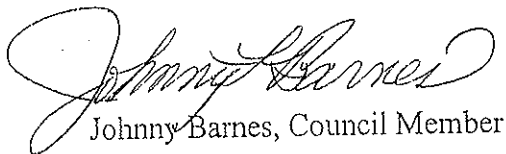
Mr. John Njord, Page 2  
February 5, 2007

We are happy to discuss our request and associated concerns with you and your staff. Please do not hesitate to contact us at (801) 768-7100.

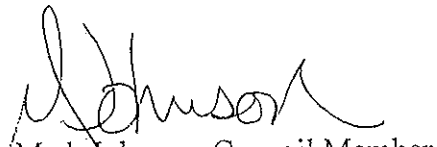
Regards,



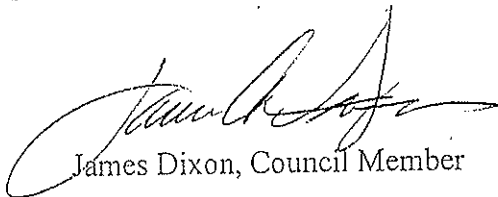
Howard H. Johnson, Mayor



Johnny Barnes, Council Member

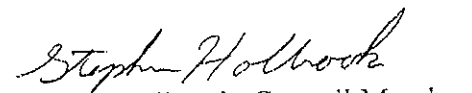


Mark Johnson, Council Member



James Dixon, Council Member

Johnny Revill, Council Member



Stephen Holbrook, Council Member

cc: Utah Transportation Commission  
Dave Nazare, UDOT Region 3 Director  
Merrill Jolley, UDOT I-15 Project Team  
Dan Avila, UDOT SR 92 Project Team  
Darrell Cook, MAG



State of Utah

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

August 27, 2004

Mr. David Maurstad, Regional Director  
Federal Emergency Management Agency  
Region VIII  
Building 710, Box 25267  
Denver, CO 80225-0267

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Mr. Maurstad:

You are invited to participate in a **resource agency scoping meeting** for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

In addition to this agency scoping meeting we are also hosting three general public scoping meetings throughout the I-15 Corridor. The dates, times and locations of those meetings are attached for your information. We have also attached a copy of the Notice of Intent that provides additional information about the EIS we are about to undertake.

Public and agency input is an important element of this highly visible corridor and your insight and early involvement will enable us to stay on schedule as we move forward in our examination of multimodal alternatives.

Please feel free to contact me at 801-222-3406 with questions or for more information on the project. Thanks in advance for your participation in this important project to improve transportation within the I-15 Corridor.

Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager

✓ 22707A 5.1





State of Utah

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

August 27, 2004

Mr. David Maurstad, Regional Director  
Federal Emergency Management Agency  
Region VIII  
Building 710, Box 25267  
Denver, CO 80225-0267

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Mr. Maurstad:

You are invited to participate in a **resource agency scoping meeting** for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

In addition to this agency scoping meeting we are also hosting three general public scoping meetings throughout the I-15 Corridor. The dates, times and locations of those meetings are attached for your information. We have also attached a copy of the Notice of Intent that provides additional information about the EIS we are about to undertake.

Public and agency input is an important element of this highly visible corridor and your insight and early involvement will enable us to stay on schedule as we move forward in our examination of multimodal alternatives.

Please feel free to contact me at 801-222-3406 with questions or for more information on the project. Thanks in advance for your participation in this important project to improve transportation within the I-15 Corridor.

Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager

✓ 22707A 5.1



State of Utah

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

August 27, 2004

Ron Wopsock, Administration  
Ute Indian Tribe  
988 S. 7500 E.,  
Fort Duchesne UT 84026

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Mr. Wopsock:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Please feel free to contact me at 801-222-3406 with questions or for more information on the project. Thanks in advance for your participation in this important project to improve transportation within the I-15 Corridor.

Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager



State of Utah

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

August 27, 2004

Leon Bear  
Skull Valley Band of Gosiute Indians  
2480 S. Main St., Ste 110  
SLC UT 84115

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Mr. Bear:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Please feel free to contact me at 801-222-3406 with questions or for more information on the project. Thanks in advance for your participation in this important project to improve transportation within the I-15 Corridor.

Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager



State of Utah

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

August 27, 2004

Geneal Anderson  
Paiute Indian Tribe of Utah  
440 N. Paiute Dr  
Cedar City, UT 84720

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Mr. Anderson:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Please feel free to contact me at 801-222-3406 with questions or for more information on the project. Thanks in advance for your participation in this important project to improve transportation within the I-15 Corridor.

Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager



State of Utah

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

August 27, 2004

Ivan Wongan  
Northwestern Band of Shoshoni Tribe  
427 N. Main, Suite 101  
Pocatello ID 83204

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Mr. Wongan

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Please feel free to contact me at 801-222-3406 with questions or for more information on the project. Thanks in advance for your participation in this important project to improve transportation within the I-15 Corridor.

Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager



State of Utah

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

August 27, 2004

David Pete  
Goshute Indian Tribe  
BIA Hwy #1  
Ibapah, UT 84034 (Box 6104)

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Mr. Pete:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Please feel free to contact me at 801-222-3406 with questions or for more information on the project. Thanks in advance for your participation in this important project to improve transportation within the I-15 Corridor.

Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager



State of Utah

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

August 27, 2004

Carolyn Wright  
Governor's Office, Resource Development  
Coordinating Committee, Dept. of Natural Resources  
1594 West North Temple  
Salt Lake City, UT 84102

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Ms. Wright:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Please feel free to contact me at 801-222-3406 with questions or for more information on the project. Thanks in advance for your participation in this important project to improve transportation within the I-15 Corridor.

Sincerely,

A handwritten signature in cursive script, appearing to read "Merrell Jolley".

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager



State of Utah

DEPARTMENT OF TRANSPORTATION

JOHN R. NIORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

August 27, 2004

Judy Watanabe  
Dept. of Public Safety, Division of Comprehensive Emergency Management  
Flood Loss Reduction Section  
1110 State Office Building  
Salt Lake City, UT 84114

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Ms. Watanabe:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Please feel free to contact me at 801-222-3406 with questions or for more information on the project. Thanks in advance for your participation in this important project to improve transportation within the I-15 Corridor.

Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager





State of Utah

## DEPARTMENT OF TRANSPORTATION

JOHN R. NIORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

August 27, 2004

Tharold E. Green, Jr.  
Utah Division of Parks and Recreation  
1594 West North Temple  
Suite 116  
Salt Lake City, UT 84114-6001

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Mr. Green:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Please feel free to contact me at 801-222-3406 with questions or for more information on the project. Thanks in advance for your participation in this important project to improve transportation within the I-15 Corridor.

Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager



State of Utah

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

August 27, 2004

Forrest Cuch  
Community and Economic Development, Division of Indian Affairs  
324 South State Street  
Suite 500  
Salt Lake City, UT 84114

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Mr. Cuch:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

In addition to this agency scoping meeting we are also hosting three general public scoping meetings throughout the I-15 Corridor. The dates, times and locations of those meetings are attached for your information. We have also attached a copy of the Notice of Intent that provides additional information about the EIS we are about to undertake.

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Please feel free to contact me at 801-222-3406 with questions or for more information on the project. Thanks in advance for your participation in this important project to improve transportation within the I-15 Corridor.

Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager



State of Utah

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

JOHN R. NIORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

August 27, 2004

Utah Energy Office  
Thomas Brill, Director  
1594 West North Temple, Suite 3610  
PO Box 146480  
Salt Lake City, Utah 84114-6480

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Mr. Brill:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Please feel free to contact me at 801-222-3406 with questions or for more information on the project. Thanks in advance for your participation in this important project to improve transportation within the I-15 Corridor.

Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager



State of Utah

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

August 27, 2004

Utah Dept of Forestry, Fire & State Lands  
Dick Buehler, Deputy Director  
1594 West North Temple, Suite 3520  
PO Box 145703  
Salt Lake City, Utah 84114-6480

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Mr. Buehler:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager



State of Utah

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

JOHN R. NIORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

August 27, 2004

Utah Dept of Water Quality  
Walt Baker, Acting Director  
288 North 1460 West  
Box 144870  
Salt Lake City, Utah 84114-4870

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Mr. Baker:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Please feel free to contact me at 801-222-3406 with questions or for more information on the project. Thanks in advance for your participation in this important project to improve transportation within the I-15 Corridor.

Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager



State of Utah

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

August 27, 2004

Utah Division of Water Resources  
D. Larry Anderson, Division Director  
1594 West North Temple  
P.O. Box 146201  
Salt Lake City, Utah 84114-6201

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Mr. Anderson:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Please feel free to contact me at 801-222-3406 with questions or for more information on the project. Thanks in advance for your participation in this important project to improve transportation within the I-15 Corridor.

Sincerely,

A handwritten signature in cursive script, appearing to read "Merrell Jolley".

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager



State of Utah

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

OLENE S. WALKER  
*Governor*

GAYLE McKEACHINIE  
*Lieutenant Governor*

August 27, 2004

Utah Division of Air Quality  
Rick Sprott, Division Director  
150 N. 1950 W.  
Salt Lake City, Utah 84116

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Mr. Sprott:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Please feel free to contact me at 801-222-3406 with questions or for more information on the project. Thanks in advance for your participation in this important project to improve transportation within the I-15 Corridor.

Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager



State of Utah

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

August 27, 2004

Utah Division of Drinking Water  
Kevin Brown, Division Director  
P.O. Box 144830  
Salt Lake City, Utah 84114-4830

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Mr. Brown:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Please feel free to contact me at 801-222-3406 with questions or for more information on the project. Thanks in advance for your participation in this important project to improve transportation within the I-15 Corridor.

Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager





State of Utah

## DEPARTMENT OF TRANSPORTATION

JOHN R. NIORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

August 27, 2004

Utah Division of Environmental Response & Remediation  
Brad Johnson, Division Director  
168 North 1950 West  
Box 144840  
Salt Lake City, Utah 84114-4840

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Mr. Johnson:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Please feel free to contact me at 801-222-3406 with questions or for more information on the project. Thanks in advance for your participation in this important project to improve transportation within the I-15 Corridor.

Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager



State of Utah

OLENE S. WALKER  
Governor

GAYLE McKEACHNIE  
Lieutenant Governor

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
Executive Director

CARLOS M. BRACERAS, P.E.  
Deputy Director

August 27, 2004

Utah Division of Solid & Hazardous Waste  
Dennis Downs, Director  
P.O. Box 144880  
Salt Lake City, Utah 84114-4880

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Mr. Downs:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

In addition to this agency scoping meeting we are also hosting three general public scoping meetings throughout the I-15 Corridor. The dates, times and locations of those meetings are attached for your information. We have also attached a copy of the Notice of Intent that provides additional information about the EIS we are about to undertake.

Public and agency input is an important element of this highly visible corridor and your insight and early involvement will enable us to stay on schedule as we move forward in our examination of multimodal alternatives.

Please feel free to contact me at 801-222-3406 with questions or for more information on the project. Thanks in advance for your participation in this important project to improve transportation within the I-15 Corridor.

Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager



State of Utah

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

August 27, 2004

Utah Division of Wildlife Resources  
Doug Sakaguchi, Central Region Habitat Manager  
1115 North Main Street  
Springville, Utah 84116

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Mr. Sakaguchi:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Please feel free to contact me at 801-222-3406 with questions or for more information on the project. Thanks in advance for your participation in this important project to improve transportation within the I-15 Corridor.

Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager



State of Utah

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

August 27, 2004

Utah Dept of Natural Resources  
Jerry D. Olds, State Engineer  
Utah Division of Water Rights  
1594 West North Temple, #220  
Salt Lake City, Utah 84114-6300

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Mr. Olds:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Please feel free to contact me at 801-222-3406 with questions or for more information on the project. Thanks in advance for your participation in this important project to improve transportation within the I-15 Corridor.

Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager



State of Utah

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

August 27, 2004

US Geological Survey  
Martha Hayden  
1594 West North Temple, Suite 3110  
Salt Lake City, Utah 84114-6100

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Ms. Hayden:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Please feel free to contact me at 801-222-3406 with questions or for more information on the project. Thanks in advance for your participation in this important project to improve transportation within the I-15 Corridor.

Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager



State of Utah

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

August 27, 2004

Natural Resources Conservation Services  
William Broderson, State Soil Scientist  
Wallace F. Bennett Federal Building  
125 South State Street, Room 4402  
Salt Lake City, Utah 84138-1100

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Mr. Broderson:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Please feel free to contact me at 801-222-3406 with questions or for more information on the project. Thanks in advance for your participation in this important project to improve transportation within the I-15 Corridor.

Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager



State of Utah

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

JOHN R. NIORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

August 27, 2004

US Bureau of Land Management  
Utah State Office  
Sally Wisely  
P.O. Box 45155  
Salt Lake City, Utah 84145-0155

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Ms. Wisely:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager



State of Utah

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

August 27, 2004

Federal Transit Administration  
Lee Waddleton  
Region 8 Administrator  
12300 West Dakota Avenue, Suite 310  
Lakewood, Colorado 80228-2583

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Mr. Waddleton:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager





State of Utah

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

August 27, 2004

Federal Highway Administration  
Utah Division  
David Gibbs, Division Administrator  
2520 West 4700 South, Suite 9A  
Salt Lake City, Utah 84118-1847

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Mr. Gibbs:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Please feel free to contact me at 801-222-3406 with questions or for more information on the project. Thanks in advance for your participation in this important project to improve transportation within the I-15 Corridor.

Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager



State of Utah

OLENE S. WALKER  
Governor

GAYLE McKEACHNIE  
Lieutenant Governor

## DEPARTMENT OF TRANSPORTATION

JOHN R. NIORD, P.E.  
Executive Director

CARLOS M. BRACERAS, P.E.  
Deputy Director

August 27, 2004

Barbara Murphy, Deputy State Historic Preservation Officer  
300 Rio Grande  
Salt Lake City, Utah 84101

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Ms. Murphy:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager



State of Utah

OLENE S. WALKER  
Governor

GAYLE McKEACHNIE  
Lieutenant Governor

## DEPARTMENT OF TRANSPORTATION

JOHN R. NIORD, P.E.  
Executive Director

CARLOS M. BRACERAS, P.E.  
Deputy Director

August 27, 2004

Deborah Lebow, NEPA Coordinator  
EPA Region 8 (8EPR-EP)  
999 18<sup>th</sup> Street, Suite 500  
Denver, CO 80202-2466

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Ms. Lebow:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager



## DEPARTMENT OF TRANSPORTATION

JOHN R. NIORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

August 27, 2004

Bruce Barrett, Area Manager  
Bureau of Reclamation Provo Area Office  
302 East 1860 South  
Provo, Utah 84606-7317

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Mr. Barrett:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager



State of Utah

OLENE S. WALKER  
Governor

GAYLE McKEACHNIE  
Lieutenant Governor

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
Executive Director

CARLOS M. BRACERAS, P.E.  
Deputy Director

August 27, 2004

MaryAnn Naber  
FHWA, HEPH Room 3301  
400 Seventh St., SW  
Washington, DC 20590

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Ms. Neber:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager



State of Utah

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

JOHN R. NIORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

August 27, 2004

U.S. Geological Survey  
Utah District  
2329 Orton Circle  
(2329 West 2390 South)  
West Valley City, Utah 84119-2047

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

To Whom It May Concern:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager



State of Utah

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

August 27, 2004

Mr. Henry Maddux  
U.S. Fish and Wildlife Service  
2369 West Orton Circle, Suite 50  
West Valley City, UT 84119

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Mr. Maddux:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Sincerely,

A handwritten signature in cursive script, appearing to read "Merrell Jolley".

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager  
B. Herrmann, Ecologist



State of Utah

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

August 27, 2004

Mr. Brooks Carter, Chief  
Utah Regulatory Office  
U.S. Army Corps of Engineers  
2600 South 533 West  
Suite 150  
Bountiful, UT 84010

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Mr. Carter:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager





State of Utah

## DEPARTMENT OF TRANSPORTATION

JOHN R. NIORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

OLENE S. WALKER  
*Governor*

GAYLE McKEACHNIE  
*Lieutenant Governor*

August 27, 2004

Mr. Wayne Norwall, Regional Director  
Bureau of Indian Affairs  
P.O. Box 10  
Phoenix, AZ 85001

Re: I-15 Corridor Utah County – Salt Lake County  
Environmental Impact Statement Scoping Meeting Invitation

Dear Mr. Norwall:

You are invited to participate in a resource agency scoping meeting for the environmental study of the I-15 Corridor in Utah and Salt Lake counties. The meeting is planned for September 8 from 10 a.m. to 12 p.m. at the UDOT Complex, 4501 South 2700 West, Salt Lake City. Please RSVP to Janine Flora from our consultant team at 801-288-3236 by September 3.

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Sincerely,

Merrell Jolley, P.E.  
Project Manager

cc: J. Higgins, UDOT Deputy Project Manager  
M. Valdez, PB Project Manager



State of Utah

DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

November 30, 2007

Ms. Juel Belmont  
American Fork & Utah County Historic Preservation Commission  
240 Chipman Avenue  
American Fork, Utah 84003

**RE:** Project No. IN-NH-15-6(149)245E; I-15 Reconstruction, South Payson Interchange to 12300 South (Salt Lake County).

Dear ~~Ms. Belmont~~ <sup>Juel</sup>:

The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT) have initiated an Environmental Impact Statement study for the reconstruction of Interstate 15 in Utah County and southern Salt Lake County. The purpose of the project is to ease traffic congestion and improve safety. The project will widen and reconstruct I-15 from the South Payson interchange in Utah County to the 12300 South interchange in Salt Lake County. The total distance for widening and reconstruction is 43 miles. Potential improvements include adding lanes, adding frontage roads in central Utah County, reconstructing existing interchanges and bridges, and adding new interchanges in Orem and Lehi.

As part of the environmental review, FHWA and UDOT hired the environmental planning firm of Jones and Stokes to undertake a cultural resource survey to determine if any historic buildings or archeological sites would be impacted by the proposed I-15 reconstruction. In accordance with the regulations (36CFR Part 800) for implementing Section 106 of the National Historic Preservation Act (NHPA), the FHWA and UDOT, I am writing to let you know that the historic resource survey information is available for your review and to request that you notify us as to any concerns you might have regarding archeological or historic sites in the project area and the undertaking's potential effect on historic properties.

The consultants identified 95 buildings, 11 sites associated with irrigation (canals and ditches), a historic corral, a historic trash dump, 4 railroad sites and the Provo Viaduct over Center Street. Of the 95 surveyed buildings, 24 are located in American Fork. Of the 24 buildings, fourteen buildings are considered eligible for the National Register of

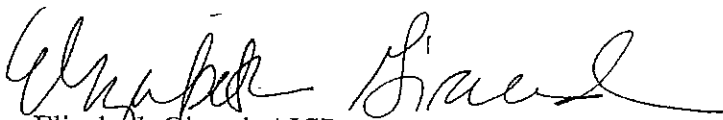
Historic Places (NRHP), meaning that they are at least 45 years old and exhibit sufficient physical character to impart their historic or architectural association with the development of American Fork. At this writing, UDOT anticipates that the proposed I-15 improvements will require the demolition of two properties in American Fork: 150 W. 300 S., and 360 W. 200 S. In other communities in Utah County, the proposed I-15 improvements would adversely impact a small agricultural outbuilding in Orem (1260 W. 800 S.); a portion of the Utah Southern Railroad near Point of the Mountain; a two-mile section of the Lake Bottom Canal; and the removal of the Provo Viaduct at Center Street in Provo.

I have included a list of the buildings identified in the survey for the proposed improvements in the 43 miles of the I-15 corridor. At your request, UDOT employees will be available to meet with you to discuss any concerns you may have, and suggestions you may have to avert, minimize or mitigate the effect of the properties surveyed that will be adversely affected because of this project. I am sending a similar letter to historic preservation representatives in Payson, Provo, Orem, and Lehi. If enough interest is expressed, I would be happy to set up a meeting for representatives of all these municipalities to meet and review the historic survey report, the section 106 process, and the potential effect of the I-15 reconstruction on the historic properties.

I would appreciate it if you could respond within 30 days should you have concerns about this project and/or wish to be a consulting party, as outlined in 36CFR Part 800 of the National Historic Preservation Act. Please feel free to contact me at (801) 965-4917, or via email at [egiraud@utah.gov](mailto:egiraud@utah.gov), if you have any questions or need any additional information.

Thank you for your attention to this project notification and for any comments you may have.

Sincerely,



Elizabeth Giraud, AICP  
Architectural Historian, Utah Department of Transportation

Enclosure

CC: Merell Jolley, Project Manager, UDOT Region 3  
Rich Crosland, UDOT Region 3 Environmental Manager  
Jason Bright, UDOT Region 3 NEPA/NHPA Specialist  
Ron Clegg, Project Manager, Parsons-Brinkerhoff Corporation  
Kathryn Haley, Architectural Historian, Jones and Stokes, Environmental Consultants



State of Utah

JON M. HUNTSMAN, JR.  
Governor

GARY R. HERBERT  
Lieutenant Governor

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
Executive Director

CARLOS M. BRACERAS, P.E.  
Deputy Director

November 30, 2007

Ms. Connie Nielson  
Lehi City CLG  
45 West Main  
Lehi, Utah 84043

**RE:** Project No. IN-NH-15-6(149)245E; I-15 Reconstruction, South Payson Interchange to 12300 South (Salt Lake County).

Dear Ms. Nielson:

The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT) have initiated an Environmental Impact Statement study for the reconstruction of Interstate 15 in Utah County and southern Salt Lake County. The purpose of the project is to ease traffic congestion and improve safety. The project will widen and reconstruct I-15 from the South Payson interchange in Utah County to the 12300 South interchange in Salt Lake County. The total distance for widening and reconstruction is 43 miles. Potential improvements include adding lanes, adding frontage roads in central Utah County, reconstructing existing interchanges and bridges, and adding new interchanges in Orem and Lehi.

As part of the environmental review, FHWA and UDOT hired the environmental planning firm of Jones and Stokes to undertake a cultural resource survey to determine if any historic buildings or archeological sites would be impacted by the proposed I-15 reconstruction. In accordance with the regulations (36CFR Part 800) for implementing Section 106 of the National Historic Preservation Act (NHPA), the FHWA and UDOT, I am writing to let you know that the historic resource survey information is available for your review and to request that you notify us as to any concerns you might have regarding archeological or historic sites in the project area and the undertaking's potential effect on historic properties.

The consultants identified numerous 95 buildings, 11 sites associated with irrigation canals and ditches, a historic corral, a historic trash dump, 4 railroad sites and the Provo Viaduct over Center Street. Of the 95 surveyed buildings, 26 are located in Lehi. Of the

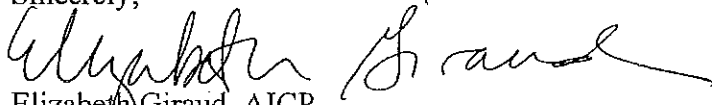
buildings, 15 buildings are considered to be eligible for the National Register of Historic Places (NRHP), meaning that they are at least 45 years old and exhibit sufficient physical character to impart their historic or architectural association with Lehi. At this writing, UDOT does not anticipate that the proposed I-15 improvements will affect any of the 26 historic buildings located in Lehi. The proposed improvement to I-15 would require the demolition of two buildings in American Fork: 150 W. 300 S., and 360 W. 200 S., and a small agricultural outbuilding in Orem (1260 W. 800 S.). The project would also adversely impact a portion of the Utah Southern Railroad near Point of the Mountain; a two-mile section of the Lake Bottom Canal; and would require the removal of the Provo Viaduct at Center Street in Provo

I have included a list of the buildings identified in the survey for the proposed improvements in the 43 miles of the I-15 corridor. At your request, UDOT employees will be available to meet with you to discuss any concerns you may have, and suggestions you may have to avert, minimize or mitigate the effect of the properties surveyed that will be adversely affected as a result of this project. I am sending a similar letter to historic preservation representatives in Provo, Orem, American Fork, Payson and Utah County. If enough interest is expressed, I would be happy to set up a meeting for representatives of all these municipalities to meet and review the historic survey report, the section 106 process, and the potential effect of the I-15 reconstruction on the historic properties.

I would appreciate it if you could respond within 30 days should you have concerns about this project and/or wish to be a consulting party, as outlined in 36CFR Part 800 of the National Historic Preservation Act. Please feel free to contact me at (801) 965-4917, or via email at [egiraud@utah.gov](mailto:egiraud@utah.gov), if you have any questions or need any additional information.

Thank you for your attention to this project notification and for any comments you may have.

Sincerely,



Elizabeth Giraud, AICP  
Architectural Historian, Utah Department of Transportation

Enclosure

CC: Merell Jolley, Project Manager, UDOT Region 3  
Rich Crosland, UDOT Region 3 Environmental Manager  
Jason Bright, UDOT Region 3 NEPA/NHPA Specialist  
Ron Clegg, Project Manager, Parsons-Brinkerhoff Corporation  
Kathryn Haley, Architectural Historian, Jones and Stokes, Environmental Consultants



State of Utah

JON M. HUNTSMAN, JR.  
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*Lieutenant Governor*

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

November 30, 2007

Dr. Gordon Taylor  
Payson Historic Preservation Commission  
51 N. 100 West  
Payson, Utah 84651

**RE:** Project No. IN-NH-15-6(149)245E; I-15 Reconstruction, South Payson Interchange to 12300 South (Salt Lake County).

Dear Dr. Taylor:

The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT) have initiated an Environmental Impact Statement study for the reconstruction of Interstate 15 in Utah County and southern Salt Lake County. The purpose of the project is to ease traffic congestion and improve safety. The project will widen and reconstruct I-15 from the South Payson interchange in Utah County to the 12300 South interchange in Salt Lake County. The total distance for widening and reconstruction is 43 miles. Potential improvements include adding lanes, adding frontage roads in central Utah County, reconstructing existing interchanges and bridges, and adding new interchanges in Orem and Lehi.

As part of the environmental review, FHWA and UDOT hired the environmental planning firm of Jones and Stokes to undertake a cultural resource survey to determine if any historic buildings or archeological sites would be impacted by the proposed I-15 reconstruction. In accordance with the regulations (36CFR Part 800) for implementing Section 106 of the National Historic Preservation Act (NHPA), the FHWA and UDOT, I am writing to let you know that the historic resource survey information is available for your review and to request that you notify us as to any concerns you might have regarding archeological or historic sites in the project area and the undertaking's potential effect on historic properties.

The consultants identified 95 buildings, 11 sites associated with irrigation canals and ditches, a historic corral, a historic trash dump, 4 railroad sites and the Provo Viaduct over Center Street. Of the 95 surveyed buildings, 13 are located in Payson. Of the 13 buildings, four buildings are considered to be eligible for the National Register of Historic Places (NRHP), meaning that they are at least 45 years old and exhibit sufficient physical character to impart their historic or architectural association with Payson. UDOT does not anticipate that the proposed I-15 improvements will affect any of the 13 historic buildings located in Payson.

I have included a list of the buildings identified in the survey for the proposed improvements in the 43 miles of the I-15 corridor. At your request, UDOT employees will be available to meet with you to discuss any concerns you may have, and suggestions you may have to avert, minimize or mitigate the effect of the properties surveyed that will be adversely affected outside of Payson. I am sending a similar letter to historic preservation representatives in Provo, Orem, American Fork, Lehi and Utah County. If enough interest is expressed, I would be happy to set up a meeting for representatives of all these municipalities to meet and review the historic survey report, the section 106 process, and the potential effect of the I-15 reconstruction on the historic properties.

I would appreciate it if you could respond within 30 days should you have concerns about this project and/or wish to be a consulting party, as outlined in 36CFR Part 800 of the National Historic Preservation Act. Please feel free to contact me at (801) 965-4917, or via email at [egiraud@utah.gov](mailto:egiraud@utah.gov), if you have any questions or need any additional information.

Thank you for your attention to this project notification and for any comments you may have.

Sincerely,



Elizabeth Giraud, AICP

Architectural Historian, Utah Department of Transportation

Enclosure

CC: Merell Jolley, Project Manager, UDOT Region 3  
Rich Crosland, UDOT Region 3 Environmental Manager  
Jason Bright, UDOT Region 3 NEPA/NHPA Specialist  
Ron Clegg, Project Manager, Parsons-Brinkerhoff Corporation  
Kathryn Haley, Architectural Historian, Jones and Stokes, Environmental Consultants



State of Utah

## DEPARTMENT OF TRANSPORTATION

JOHN R. NIORD, P.E.  
*Executive Director*

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*Deputy Director*

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

November 30, 2007

Mr. Jason Bench  
City of Orem  
56 N. State Street  
Orem, Utah 84057

**RE:** Project No. IN-NH-15-6(149)245E; I-15 Reconstruction, South Payson Interchange to 12300 South (Salt Lake County).

Dear Mr. Bench:

The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT) have initiated an Environmental Impact Statement study for the reconstruction of Interstate 15 in Utah County and southern Salt Lake County. The purpose of the project is to ease traffic congestion and improve safety. The project will widen and reconstruct I-15 from the South Payson interchange in Utah County to the 12300 South interchange in Salt Lake County. The total distance for widening and reconstruction is 43 miles. Potential improvements include adding lanes, adding frontage roads in central Utah County, reconstructing existing interchanges and bridges, and adding new interchanges in Orem and Lehi.

As part of the environmental review, FHWA and UDOT hired the environmental planning firm of Jones and Stokes to undertake a cultural resource survey to determine if any historic buildings or archeological sites would be impacted by the proposed I-15 reconstruction. In accordance with the regulations (36CFR Part 800) for implementing Section 106 of the National Historic Preservation Act (NHPA), the FHWA and UDOT, I am writing to let you know that the historic resource survey information is available for your review and to request that you notify us as to any concerns you might have regarding archeological or historic sites in the project area and the undertaking's potential effect on historic properties.

The consultants identified 95 buildings, 11 sites associated with irrigation (canals and ditches), a historic corral, a historic trash dump, 4 railroad sites and the Provo Viaduct over Center Street. Of the 95 surveyed buildings, 15 are located in Orem. Of the 15 buildings, 9 are considered to be eligible for the National Register of Historic Places



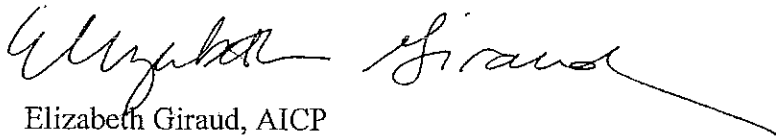
(NRHP), meaning that they are at least 45 years old and exhibit sufficient physical character to impart their historic or architectural association with the development of Orem. At this writing, UDOT anticipates that the proposed I-15 improvements will require the demolition of a small agricultural outbuilding in Orem (1260 W. 800S.). Other properties that would be adversely affected by the I-15 improvements in Utah County include two buildings in American Fork: 150 W. 300 S., and 360 W. 200 S.; the Provo Viaduct at Center Street; a portion of the Utah Southern Railroad near Point of the Mountain and a two-mile section of the Lake Bottom Canal.

I have included a list of the buildings identified in the survey for the proposed improvements in the 43 miles of the I-15 corridor. At your request, UDOT employees will be available to meet with you to discuss any concerns you may have, and suggestions you may have to avert, minimize or mitigate the effect of the properties surveyed that will be adversely affected because of this project. I am sending a similar letter to historic preservation representatives in American Fork, Payson, Provo, Lehi and Utah County. If enough interest is expressed, I would be happy to set up a meeting for representatives of all these municipalities to meet and review the historic survey report, the section 106 process, and the potential effect of the I-15 reconstruction on the historic properties.

I would appreciate it if you could respond within 30 days should you have concerns about this project and/or wish to be a consulting party, as outlined in 36CFR Part 800 of the National Historic Preservation Act. Please feel free to contact me at (801) 965-4917, or via email at [egiraud@utah.gov](mailto:egiraud@utah.gov), if you have any questions or need any additional information.

Thank you for your attention to this project notification and for any comments you may have.

Sincerely,



Elizabeth Giraud, AICP  
Architectural Historian, Utah Department of Transportation

Enclosure

CC: Merell Jolley, Project Manager, UDOT Region 3  
Rich Crosland, UDOT Region 3 Environmental Manager  
Jason Bright, UDOT Region 3 NEPA/NHPA Specialist  
Ron Clegg, Project Manager, Parsons-Brinkerhoff Corporation  
Kathryn Haley, Architectural Historian, Jones and Stokes, Environmental Consultants



State of Utah

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
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*Deputy Director*

ION M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

November 30, 2007

Mr. Jerry Grover  
Utah County Historic Preservation Commission  
100 E. Center, Suite 2300  
Provo, Utah 84606

RE: Project No. IN-NH-15-6(149)245E; I-15 Reconstruction, South Payson Interchange to 12300 South (Salt Lake County).

Dear Mr. Grover:

The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT) have initiated an Environmental Impact Statement study for the reconstruction of Interstate 15 in Utah County and southern Salt Lake County. The purpose of the project is to ease traffic congestion and improve safety. The project will widen and reconstruct I-15 from the South Payson interchange in Utah County to the 12300 South interchange in Salt Lake County. The total distance for widening and reconstruction is 43 miles. Potential improvements include adding lanes, adding frontage roads in central Utah County, reconstructing existing interchanges and bridges, and adding new interchanges in Orem and Lehi.

As part of the environmental review, FHWA and UDOT hired the environmental planning firm of Jones and Stokes to undertake a cultural resource survey to determine if any historic buildings or archeological sites would be impacted by the proposed I-15 reconstruction. In accordance with the regulations (36CFR Part 800) for implementing Section 106 of the National Historic Preservation Act (NHPA), the FHWA and UDOT, I am writing to let you know that the historic resource survey information is available for your review and to request that you notify us as to any concerns you might have regarding archeological or historic sites in the project area and the undertaking's potential effect on historic properties.

The consultants identified 95 buildings, 11 sites associated with irrigation (canals and ditches), a historic corral, a historic trash dump, 4 railroad sites and the Provo Viaduct over Center Street. Of the 95 buildings, 52 are considered to be eligible for the National Register of Historic Places (NRHP), meaning that they are at least 45 years old and

exhibit sufficient physical character to impart their historic or architectural association with their respective communities in Utah County. At this writing, UDOT anticipates that the proposed I-15 improvements will require the demolition of two properties in American Fork: 150 W. 300 S., and 360 W. 200 S., and a small agricultural outbuilding in Orem (1260 W. 800 S.). The project would also adversely impact a portion of the Utah Southern Railroad near Point of the Mountain; a two-mile section of the Lake Bottom Canal and the Provo Viaduct at Center Street in Provo.

I have included a list of the buildings identified in the survey for the proposed improvements in the 43 miles of the I-15 corridor. At your request, UDOT employees will be available to meet with you to discuss any concerns you may have, and suggestions you may have to avert, minimize or mitigate the effect of the properties surveyed that will be adversely affected in Utah County. I am sending a similar letter to historic preservation representatives in American Fork, Payson, Provo, Orem, and Lehi. If enough interest is expressed, I would be happy to set up a meeting for representatives of all these municipalities to meet and review the historic survey report, the section 106 process, and the potential effect of the I-15 reconstruction on the historic properties.

I would appreciate it if you could respond within 30 days should you have concerns about this project and/or wish to be a consulting party, as outlined in 36CFR Part 800 of the National Historic Preservation Act. Please feel free to contact me at (801) 965-4917, or via email at [egiraud@utah.gov](mailto:egiraud@utah.gov), if you have any questions or need any additional information.

Thank you for your attention to this project notification and for any comments you may have.

Sincerely,



Elizabeth Giraud, AICP  
Architectural Historian, Utah Department of Transportation

Enclosure

CC: Merell Jolley, Project Manager, UDOT Region 3  
Rich Crosland, UDOT Region 3 Environmental Manager  
Jason Bright, UDOT Region 3 NEPA/NHPA Specialist  
Ron Clegg, Project Manager, Parsons-Brinkerhoff Corporation  
Kathryn Haley, Architectural Historian, Jones and Stokes, Environmental Consultants



State of Utah

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

ION M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

November 30, 2007

Mr. Matthew Taylor  
Provo City  
351 West Center Street  
P.O. Box 1849  
Provo, Utah 84601

**RE:** Project No. IN-NH-15-6(149)245E; I-15 Reconstruction, South Payson Interchange to 12300 South (Salt Lake County).

Dear Mr. Taylor:

The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT) have initiated an Environmental Impact Statement study for the reconstruction of Interstate 15 in Utah County and southern Salt Lake County. The purpose of the project is to ease traffic congestion and improve safety. The project will widen and reconstruct I-15 from the South Payson interchange in Utah County to the 12300 South interchange in Salt Lake County. The total distance for widening and reconstruction is 43 miles. Potential improvements include adding lanes, adding frontage roads in central Utah County, reconstructing existing interchanges and bridges, and adding new interchanges in Orem and Lehi.

As part of the environmental review, FHWA and UDOT hired the environmental planning firm of Jones and Stokes to undertake a cultural resource survey to determine if any historic buildings or archeological sites would be impacted by the proposed I-15 reconstruction. In accordance with the regulations (36CFR Part 800) for implementing Section 106 of the National Historic Preservation Act (NHPA), the FHWA and UDOT, I am writing to let you know that the historic resource survey information is available for your review and to request that you notify us as to any concerns you might have regarding archeological or historic sites in the project area and the undertaking's potential effect on historic properties.

The consultants identified 95 buildings, 11 sites associated with irrigation (canals and ditches), a historic corral, a historic trash dump, 4 railroad sites and the Provo Viaduct over Center Street. Of the 95 surveyed buildings, 13 are located in Provo. Of the 13 buildings, 10 are considered to be eligible for the National Register of Historic Places (NRHP), meaning that they are at least 45 years old and exhibit sufficient physical

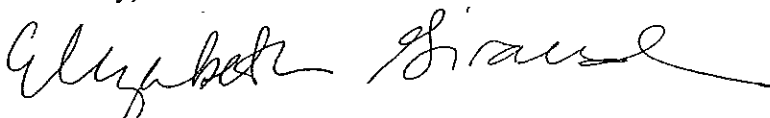
character to impart their historic or architectural association with the development of Provo. At this writing, UDOT anticipates that the proposed I-15 improvements will require the demolition of the Provo Viaduct at Center Street. Other properties that would be adversely affected by the I-15 improvements in Utah County include two buildings in American Fork: 150 W. 300 S. and 360 W. 200 S., a small agricultural outbuilding in Orem (1260 W. 800 S.), a portion of the Utah Southern Railroad near Point of the Mountain and a two-mile section of the Lake Bottom Canal.

I have included a list of the buildings identified in the survey for the proposed improvements in the 43 miles of the I-15 corridor. At your request, UDOT employees will be available to meet with you to discuss any concerns you may have, and suggestions you may have to avert, minimize or mitigate the effect of the properties surveyed that will be adversely affected because of this project. I am sending a similar letter to historic preservation representatives in American Fork, Payson, Orem, and Lehi. If enough interest is expressed, I would be happy to set up a meeting for representatives of all these municipalities to meet and review the historic survey report, the section 106 process, and the potential effect of the I-15 reconstruction on the historic properties.

I would appreciate it if you could respond within 30 days should you have concerns about this project and/or wish to be a consulting party, as outlined in 36CFR Part 800 of the National Historic Preservation Act. Please feel free to contact me at (801) 965-4917, or via email at [egiraud@utah.gov](mailto:egiraud@utah.gov), if you have any questions or need any additional information.

Thank you for your attention to this project notification and for any comments you may have.

Sincerely,



Elizabeth Giraud, AICP  
Architectural Historian, Utah Department of Transportation

Enclosure

CC: Merell Jolley, Project Manager, UDOT Region 3  
Rich Crosland, UDOT Region 3 Environmental Manager  
Jason Bright, UDOT Region 3 NEPA/NHPA Specialist  
Ron Clegg, Project Manager, Parsons-Brinkerhoff Corporation  
Kathryn Haley, Architectural Historian, Jones and Stokes, Environmental  
Consultants



State of Utah

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

JON M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

November 30, 2007

Mr. Andy Hall  
Payson City  
439 W. Utah Avenue  
Payson, Utah 84651

**RE:** Project No. IN-NH-15-6(149)245E; I-15 Reconstruction, South Payson Interchange to 12300 South (Salt Lake County).

Dear Mr. Hall:

The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT) have initiated an Environmental Impact Statement study for the reconstruction of Interstate 15 in Utah County and southern Salt Lake County. The purpose of the project is to ease traffic congestion and improve safety. The project will widen and reconstruct I-15 from the South Payson interchange in Utah County to the 12300 South interchange in Salt Lake County. The total distance for widening and reconstruction is 43 miles. Potential improvements include adding lanes, adding frontage roads in central Utah County, reconstructing existing interchanges and bridges and adding new interchanges in Orem and Lehi.

As part of the environmental review, FHWA and UDOT hired the environmental planning firm of Jones and Stokes to undertake a cultural resource survey to determine if any historic buildings or archeological sites would be impacted by the proposed I-15 reconstruction. In accordance with the regulations (36CFR Part 800) for implementing Section 106 of the National Historic Preservation Act (NHPA), the FHWA and UDOT, I am writing to let you know that the historic resource survey information is available for your review and to request that you notify us as to any concerns you might have regarding archeological or historic sites in the project area and the undertaking's potential effect on historic properties.

The consultants identified 95 buildings, 11 sites associated with irrigation (canals and ditches), a historic corral, a historic trash dump, 4 railroad sites and the Provo Viaduct over Center Street. Of the 95 surveyed buildings, 13 are located in Payson. Of the 13

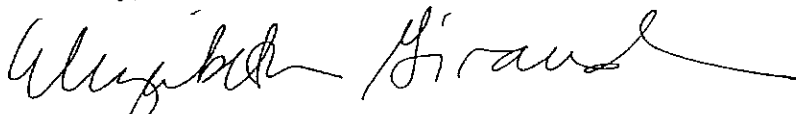
buildings, four buildings were determined to be eligible for the National Register of Historic Places (NRHP), meaning that they are at least 45 years old and exhibit sufficient physical character to impart their historic or architectural association with the development of Payson. UDOT does not anticipate that the proposed I-15 improvements will affect any of the 13 historic buildings located in Payson.

I have included a list of the building identified in the survey for the proposed improvements in the 43 miles of the I-15 corridor. At your request, UDOT employees will be available to meet with you to discuss any concerns you may have, and suggestions you may have to avert, minimize or mitigate the effect of the properties surveyed that will be adversely affected outside of Payson. I am sending a similar letter to historic preservation representatives in Provo, Orem, American Fork, Lehi and Utah County. If enough interest is expressed, I would be happy to set up a meeting for representatives of all these municipalities to meet and review the historic survey report, the section 106 process, and the potential effect of the I-15 reconstruction on the historic properties.

I would appreciate it if you could respond within 30 days should you have concerns about this project and/or wish to be a consulting party, as outlined in 36CFR Part 800 of the National Historic Preservation Act. Please feel free to contact me at (801) 965-4917, or via email at [egiraud@utah.gov](mailto:egiraud@utah.gov), if you have any questions or need any additional information.

Thank you for your attention to this project notification and for any comments you may have.

Sincerely,



Elizabeth Giraud, AICP  
Architectural Historian, Utah Department of Transportation

Enclosure

CC: Merrill Jolley, Project Manager, UDOT Region 3  
Rich Crosland, UDOT Region 3 Environmental Manager  
Jason Bright, UDOT Region 3, NEPA/NHPA Specialist  
Ron Clegg, Project Manager, Parsons-Brinkerhoff Corporation  
Kathryn Haley, Architectural Historian, Jones and Stokes, Environmental Consultants



State of Utah

## DEPARTMENT OF TRANSPORTATION

JOHN R. NJORD, P.E.  
*Executive Director*

CARLOS M. BRACERAS, P.E.  
*Deputy Director*

ION M. HUNTSMAN, JR.  
*Governor*

GARY R. HERBERT  
*Lieutenant Governor*

November 30, 2007

Ms. Shari Warnick  
Orem CLG  
426 W. 400 S.  
Orem, Utah 84058

**RE:** Project No. IN-NH-15-6(149)245E; I-15 Reconstruction, South Payson Interchange to 12300 South (Salt Lake County).

Dear Ms. Warnick:

The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT) have initiated an Environmental Impact Statement study for the reconstruction of Interstate 15 in Utah County and southern Salt Lake County. The purpose of the project is to ease traffic congestion and improve safety. The project will widen and reconstruct I-15 from the South Payson interchange in Utah County to the 12300 South interchange in Salt Lake County. The total distance for widening and reconstruction is 43 miles. Potential improvements include adding lanes, adding frontage roads in central Utah County, reconstructing existing interchanges and bridges, and adding new interchanges in Orem and Lehi.

As part of the environmental review, FHWA and UDOT hired the environmental planning firm of Jones and Stokes to undertake a cultural resource survey to determine if any historic buildings or archeological sites would be impacted by the proposed I-15 reconstruction. In accordance with the regulations (36CFR Part 800) for implementing Section 106 of the National Historic Preservation Act (NHPA), the FHWA and UDOT, I am writing to let you know that the historic resource survey information is available for your review and to request that you notify us as to any concerns you might have regarding archeological or historic sites in the project area and the undertaking's potential effect on historic properties.

The consultants identified 95 buildings, 11 sites associated with irrigation (canals and ditches), a historic corral, a historic trash dump, 4 railroad sites and the Provo Viaduct over Center Street. Of the 95 surveyed buildings, 15 are located in Orem. Of the 15 buildings, 9 are considered to be eligible for the National Register of Historic Places (NRHP), meaning that they are at least 45 years old and exhibit sufficient physical character to impart their historic or architectural association with the development of



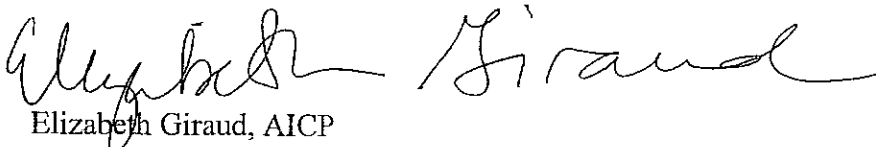
Orem. At this writing, UDOT anticipates that the proposed I-15 improvements will require the demolition of a small agricultural outbuilding in Orem (1260 W. 800 S.). Other properties that would be adversely affected by the I-15 improvements in Utah County include two buildings in American Fork: 150 W. 300 S. and 360 W. 200 S.; the Provo Viaduct at Center Street; a portion of the Utah Southern Railroad near Point of the Mountain and a two-mile section of the Lake Bottom Canal.

I have included a list of the buildings identified in the survey for the proposed improvements in the 43 miles of the I-15 corridor. At your request, UDOT employees will be available to meet with you to discuss any concerns you may have, and suggestions you may have to avert, minimize or mitigate the effect of the properties surveyed that will be adversely affected because of this project. I am sending a similar letter to historic preservation representatives in American Fork, Payson, Provo, Lehi and Utah County. If enough interest is expressed, I would be happy to set up a meeting for representatives of all these municipalities to meet and review the historic survey report, the section 106 process, and the potential effect of the I-15 reconstruction on the historic properties.

I would appreciate it if you could respond within 30 days should you have concerns about this project and/or wish to be a consulting party, as outlined in 36CFR Part 800 of the National Historic Preservation Act. Please feel free to contact me at (801) 965-4917, or via email at [egiraud@utah.gov](mailto:egiraud@utah.gov), if you have any questions or need any additional information.

Thank you for your attention to this project notification and for any comments you may have.

Sincerely,



Elizabeth Giraud, AICP  
Architectural Historian, Utah Department of Transportation

Enclosure

CC: Merell Jolley, Project Manager, UDOT Region 3  
Rich Crosland, UDOT Region 3 Environmental Manager  
Jason Bright, UDOT Region 3 NEPA/NHPA Specialist  
Ron Clegg, Project Manager, Parsons-Brinkerhoff Corporation  
Kathryn Haley, Architectural Historian, Jones and Stokes, Environmental Consultants

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